

South I-25 Corridor Study, NM 47/ Broadway Blvd to I-40

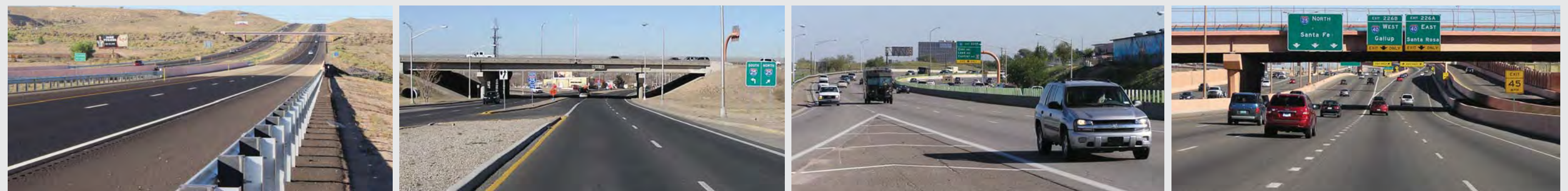


Executive Summary

Highway Improvement Plan Report

Phase IB Detailed Evaluation of Alternatives, CN A301100

October 2016





SOUTH I-25 CORRIDOR STUDY

NM 47/Broadway Blvd to I-40

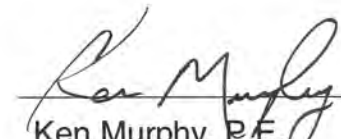
NMDOT Project: CN A301100

Highway Improvement Plan Report


Phase IB Detailed Evaluation of Alternatives




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Executive Summary

INTRODUCTION

The purpose of the South I-25 Corridor Study is to identify improvements needed to maintain and enhance the operational performance of South I-25 for the long-term planning horizon, which is currently 2040 for the Albuquerque metro area. The limits of the study include the I-25 facilities from the NM 47/Broadway Boulevard interchange to the south side of the I-40/I-25 interchange as shown in Exhibit ES-1.

The results of this study will enable NMDOT and MRCOG to plan for long-term needs in the Metropolitan Transportation Plan (MTP) and to program near-term improvements in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Because of the scale of the needs and the anticipated costs, phased implementation is anticipated. This may require amendments to the existing approved TIP/STIP and will depend on funding availability within the fiscally-constrained MTP.

While significant improvements have been implemented and are ongoing in the South I-25 corridor, several deficiencies remain involving aging infrastructure, geometric design issues, namely the S-curve, and traffic

operational and safety performance. Access to and from the interstate must be managed to appropriately accommodate existing and future development, and transportation systems management and operations (TSM&O) applications are needed to maximize the performance of the system. Further, improved bicycle and pedestrian crossings of the interstate and accommodations for public transportation improvements are also part of the South I-25 preferred improvement alternative.

The improvement approach for the South I-25 corridor was developed in two main segments south and north of Sunport Boulevard as follows:

- ♦ **South Segment** – NM 47/Broadway Boulevard interchange to the south side of the Sunport Boulevard interchange
- ♦ **North Segment** – from the south side of the Sunport Boulevard interchange to the south side of the I-40/I-25 interchange

One improvement alternative was evaluated for the south segment and three alternatives were evaluated for the north segment. Alternatives in the north segment included: B1, the Braided Ramps concept; B2, the Closest to Existing concept; and B3, the Collector-Distributor Roads concept.

Based on the engineering and environmental evaluations conducted, study team meeting discussions and considering stakeholder input, Alternatives B1 and B2 would perform similarly while the Alternative B3 concept was eliminated from further consideration because of property impacts and due to anticipated traffic performance concerns at the Gibson and Martin Luther King intersections. As such, the preferred alternative, as described herein, primarily combines features of both Alternative B1 and Alternative B2.

PREFERRED ALTERNATIVE

A schematic lane diagram of the preferred alternative is provided as Exhibit ES-2 and the conceptual design drawings are provided in the attachment to this document.

For the south segment, south of the NM 47/Broadway interchange, I-25 will remain in its existing configuration of a four-lane freeway with two lanes in each travel direction. From the NM 47/Broadway interchange to the Rio Bravo interchange, a six-lane freeway will be provided. From the Rio Bravo interchange to the Sunport interchange, the existing six-lane freeway will be improved to an eight-lane freeway. Ramp-to-ramp auxiliary lanes are identified in both travel directions between NM 47/ Broadway and Mesa del Sol, and in the northbound direction only from Bobby Foster to Rio Bravo and from Rio Bravo to Sunport.

For the north segment, the existing six-lane freeway will be widened to an eight-lane freeway with auxiliary lanes incorporated including acceleration lanes, deceleration lanes and ramp-to-ramp auxiliary lanes. Braided ramps and two-lane exit ramps are also included. The interchange locations, configuration types and level of access provided are listed in Table ES-1.

Locations of existing and proposed grade separations where access is not provided to I-25 include:

- ♦ **South Segment**
 - Avenue A (Mesa del Sol) – proposed overpass
- ♦ **North Segment**
 - Mountain Road – existing underpass
 - Indian School Road – existing overpass

Service roads parallel to I-25 are included in the north segment. These include frontage roads, which provide access to adjacent properties, and collector-distributor (C-D) roads, which are controlled-access roadways that facilitate movements on and off the mainline freeway. In the north segment, Oak Street and Locust Street are existing frontage roads between Coal Avenue and the north study limits. Collector-distributor roads are provided northbound between Sunport and Gibson and between Gibson and Cesar Chavez. Southbound, a C-D road is provided between Cesar Chavez and Gibson (see Exhibit ES-2). There are no service roads proposed in the south segment.

Multi-modal improvements include bicycle and pedestrian facilities as well as accommodations for public transit. Bicycle and pedestrian accommodations included in the preferred alternative consist of 10-foot sidewalks with 5-foot buffers along with bike lanes and multi-use trails within the interchange areas and at arroyo crossings where possible. Accommodations for public transportation improvements include the Albuquerque Rapid Transit (ART) crossing along Central Avenue; accommodating dedicated transit lanes in the proposed I-25/Mesa del Sol interchange; and improving overall traffic performance across all interstate crossings that would benefit transit vehicles operating in mixed flows.

The preferred alternative will also include TSM&O improvements consistent with the regional Intelligent Transportation System (ITS) Infrastructure Plan. In addition to existing ITS facilities, at a minimum, improved traveler information systems, communications improvements and additional traffic monitoring devices in support of NMDOT ITS and MRCOG Traffic Monitoring activities should be included.

Exhibit ES-1, Map of Study Limits



The preferred alternative will require additional right-of-way from private land owners and various public entities including the City of Albuquerque, the Albuquerque Metropolitan Area Flood Control Authority (AMAFCA), and Albuquerque Public Schools. Within the south segment, most of the new right-of-way needed for the improvements involves lands of the Mesa del Sol Planned Community development. The land needed for the Mesa del Sol interchange and for the east side of the Avenue A grade separation should be dedicated without cost to the pertinent highway jurisdictions because they directly serve the needs of the development.

Table ES-1, Interchange Locations, Types and Level of Access Provided

Arterial Cross Street	Interchange Type	Full or Partial Access	Northbound I-25 Ramps	Southbound I-25 Ramps
South Segment				
NM 47/Broadway Blvd	Existing Configuration	Full	1 lane exit 2 lane entrance	2 lane exit 1 lane entrance
Mesa del Sol Blvd	Compressed Diamond (DDI optional)	Full	2 lane exit 1 lane entrance	1 lane exit 1 lane entrance
Bobby Foster Rd	Compressed Diamond	Full	1 lane exit 1 lane entrance	1 lane exit 1 lane entrance
Rio Bravo Blvd	Offset Single Point	Full	1 lane exit 2 lane loop entrance E-N 1 lane entrance W-N	2 lane exit 1 lane entrance
North Segment				
Sunport Blvd	Tight Diamond	Full	1 lane exit 1 lane entrance	1 lane exit 2 lane entrance
Gibson Blvd	Tight Diamond	Full	1 lane exit, braided with C-D Road 1 lane entrance	1 lane exit, braided with C-D Road 1 lane entrance
Ave Cesar Chavez	Tight Diamond	Full	2 lane exit, braided with C-D Road 1 lane entrance	2 lane exit 1 lane entrance
Coal Ave	Tight Diamond Configuration	Partial	2 lane exit	No direct access
Lead Ave	Tight Diamond Configuration	Partial	1 lane entrance	1 lane exit
Central Ave	Tight Diamond Configuration	Partial	No direct access, advance U-turn N-S	1 lane entrance, braided
MLK Ave	Tight Diamond Configuration	Partial	2 lane entrance	2 lane exit
Lomas Blvd	Compressed Diamond Configuration	Partial	2 lane exit	1 lane exit located within I-40/I-25 interchange

CONSTRUCTION SEQUENCING AND COST

The proposed improvements will require a substantial capital investment and are expected to be implemented in phases. There are several approaches that could be utilized to phase and prioritize the identified improvements. However, in general, the south segment is a lower priority than the north segment, particularly once the Rio Bravo interchange reconstruction is completed. A construction sequencing plan for both the south and north segments is illustrated in Exhibit ES-3. This approach was developed based on a cost per phase ranging from \$10 to \$50 million to facilitate programming the identified improvements.

In addition to mainline widening to provide lane continuity, the south segment improvements also include new interchanges and a new grade separation (Mesa del Sol and Bobby Foster interchanges, and the Avenue A grade separation) but these are considered to be development-driven projects of primary interest to private entities and local governments including the City of Albuquerque and Bernalillo County. As such, these facilities should be locally and privately funded for the entire project development cycle from study/design through construction, including construction phase services. The opinion of probable construction costs, in 2016 dollars, for these development-driven projects in the south segment is \$75 million. The cost for the other identified south segment improvements is estimated to be \$20 million.

For the north segment, and the South I-25 corridor in general, the S-curve and associated facilities is considered to be the highest priority. Because of the complexities with reconstructing the S-curve, once construction begins it may be difficult to stop until the segment from the Avenida Cesar Chavez interchange to the MLK interchange is complete.

Table ES-2 presents a breakdown of conceptual probable costs for the south and north segments. The south segment is presented as an overall cost excluding the Rio Bravo interchange, which is already funded in the current TIP/STIP, and the development-based projects. The north segment costs are based on the phased approach presented in Exhibit ES-3.

Table ES-2, Summary of Construction Cost Estimates

South Segment Construction Costs (concept level)	Estimated Cost (2016 dollars)
Combined South Segment Costs excluding Rio Bravo interchange and development-driven projects	\$20 million
North Segment Projects by Recommended Sequencing (concept level)	Estimated Cost (2016 dollars)
Project 1- Mainline reconstruction-S-Curve	
Project 1A-NB mainline reconstruction to downtown area	\$23 million
Project 1B-Southbound (SB) mainline reconstruction	\$45 million
Project 1C-Complete NB mainline construction through downtown area	\$30 million
Project 2-Construct SB ramps and C-D roads	\$16 million
Project 3-Construct NB ramps and C-D roads	\$30 million
Project 4-Construct Gibson Boulevard interchange	\$25 million
Project 5-Improvements to Avenida Cesar Chavez	\$15 million
Project 6-Complete NB and SB mainline, Sta. 1980+00 to Sta. 2088+00	\$25 million
Project 7-Downtown frontage roads	
Project 7A-NB Downtown frontage roads (Oak Street)	\$11 million
Project 7B-SB Downtown frontage roads (Locust Street)	\$11 million
Project 8-Complete NB lane addition construction on north end	\$15 million
Total Opinion of Probable Construction Cost for North Segment	\$246 million

Exhibit ES-2, Schematic Lane Diagram of the Preferred Alternative

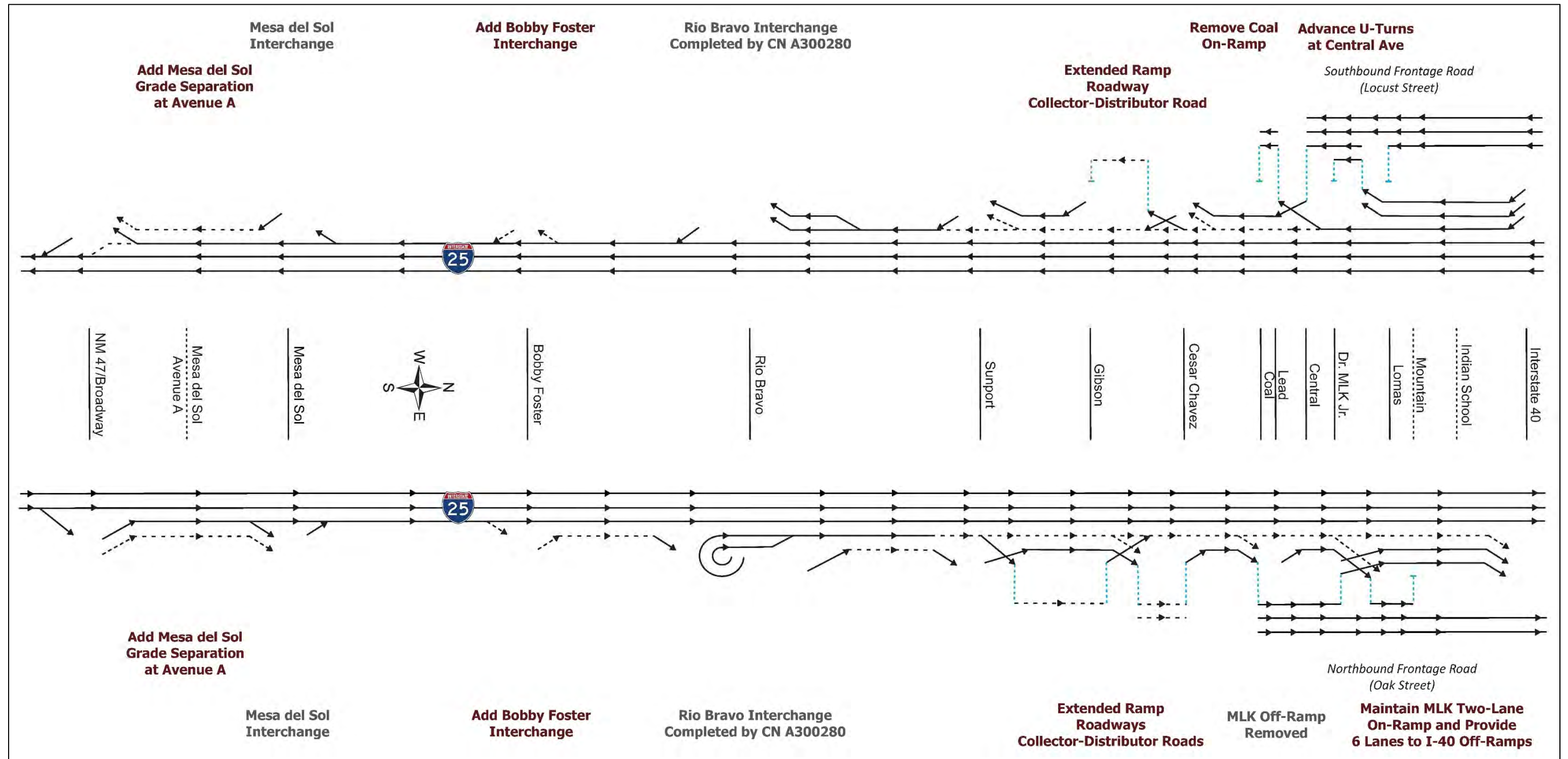
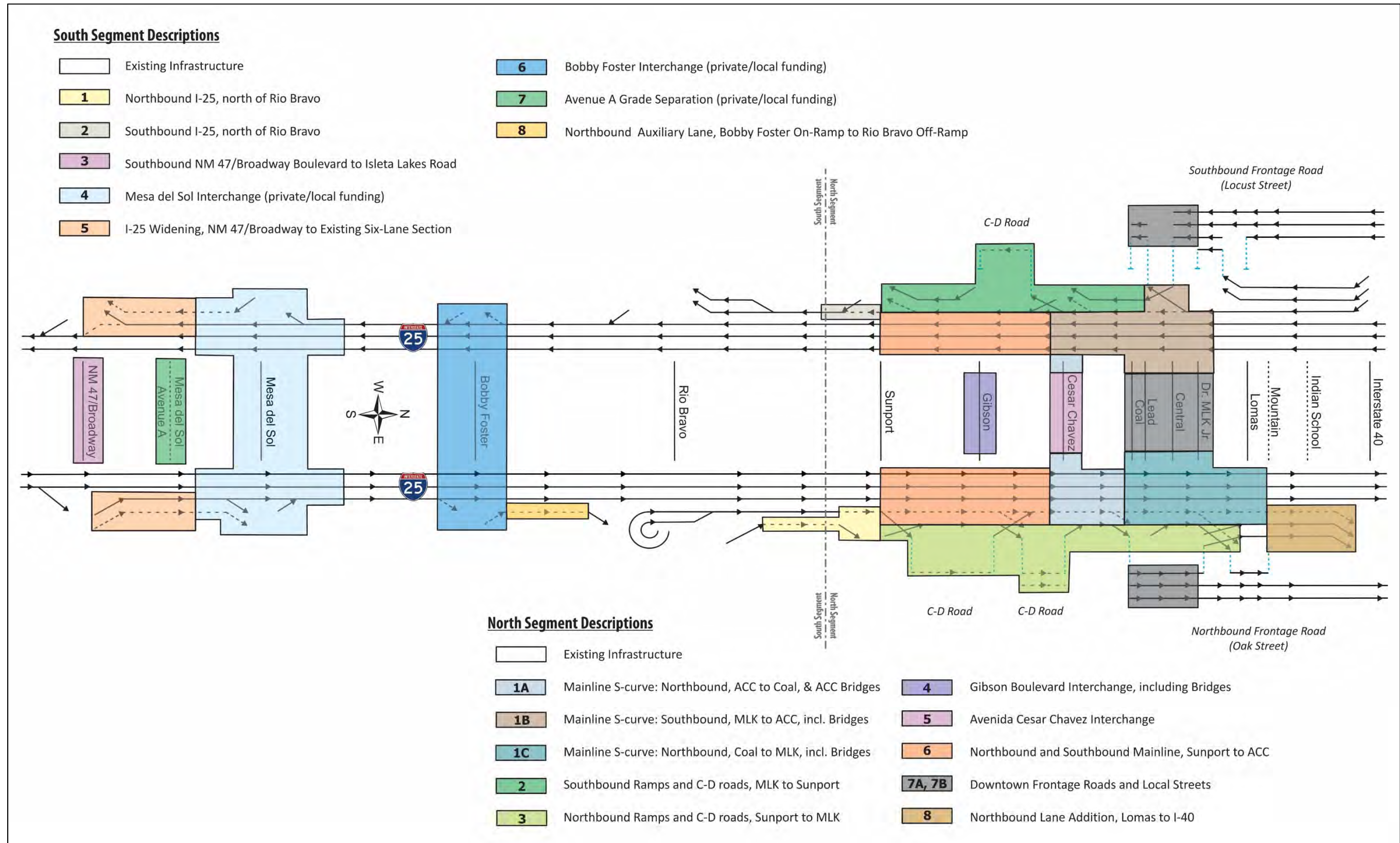




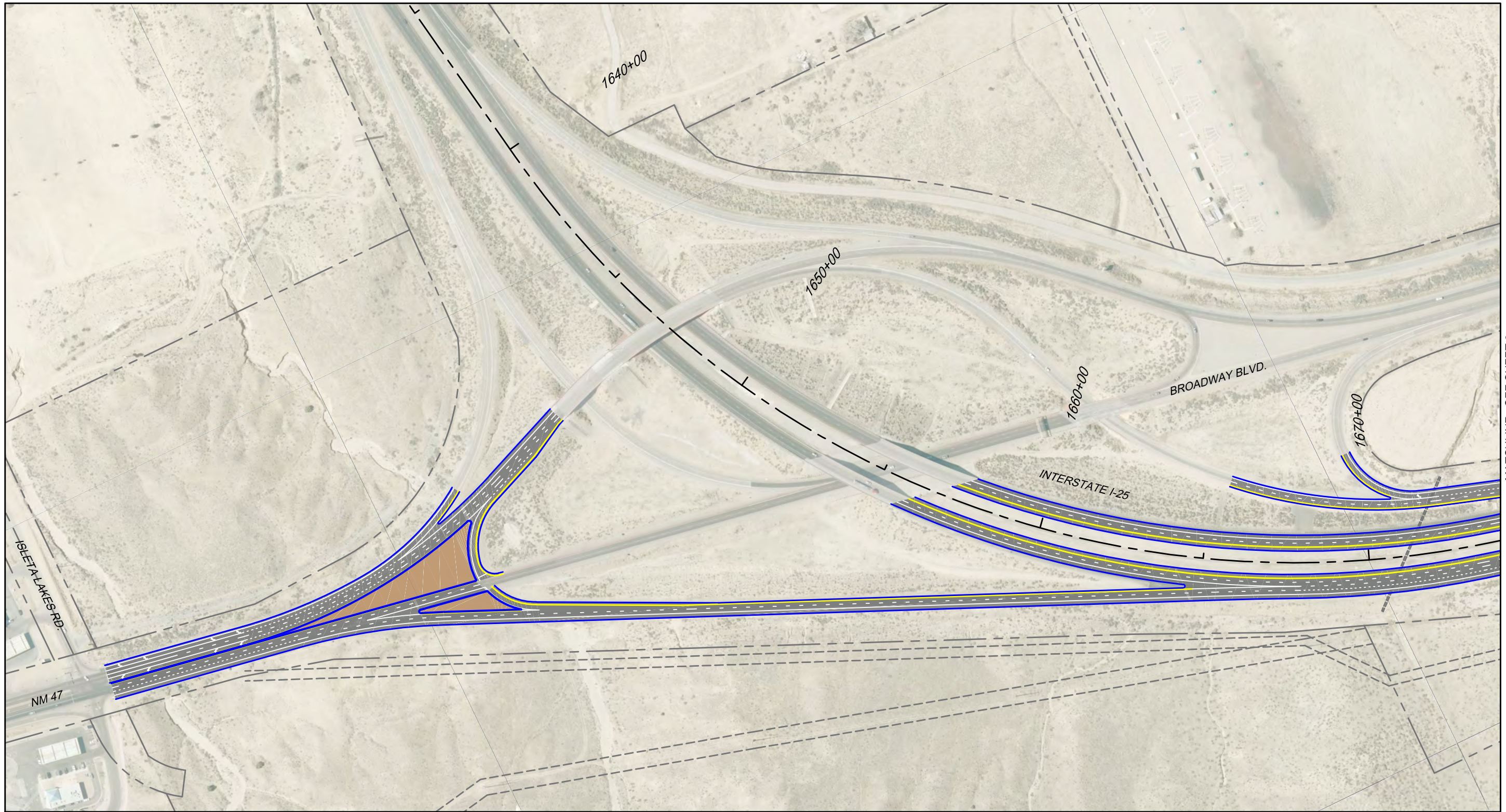
Exhibit ES-3, Construction Sequencing Plan for the Preferred Alternative



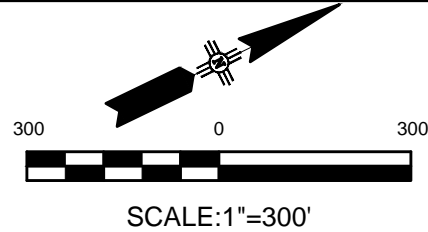


ATTACHMENT

Conceptual Design Plans for the Preferred Alternative



MATCHLINE - SEE SHEET 2



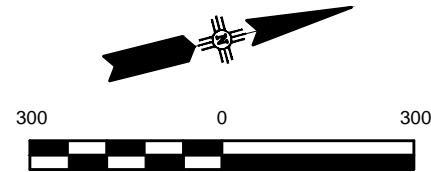
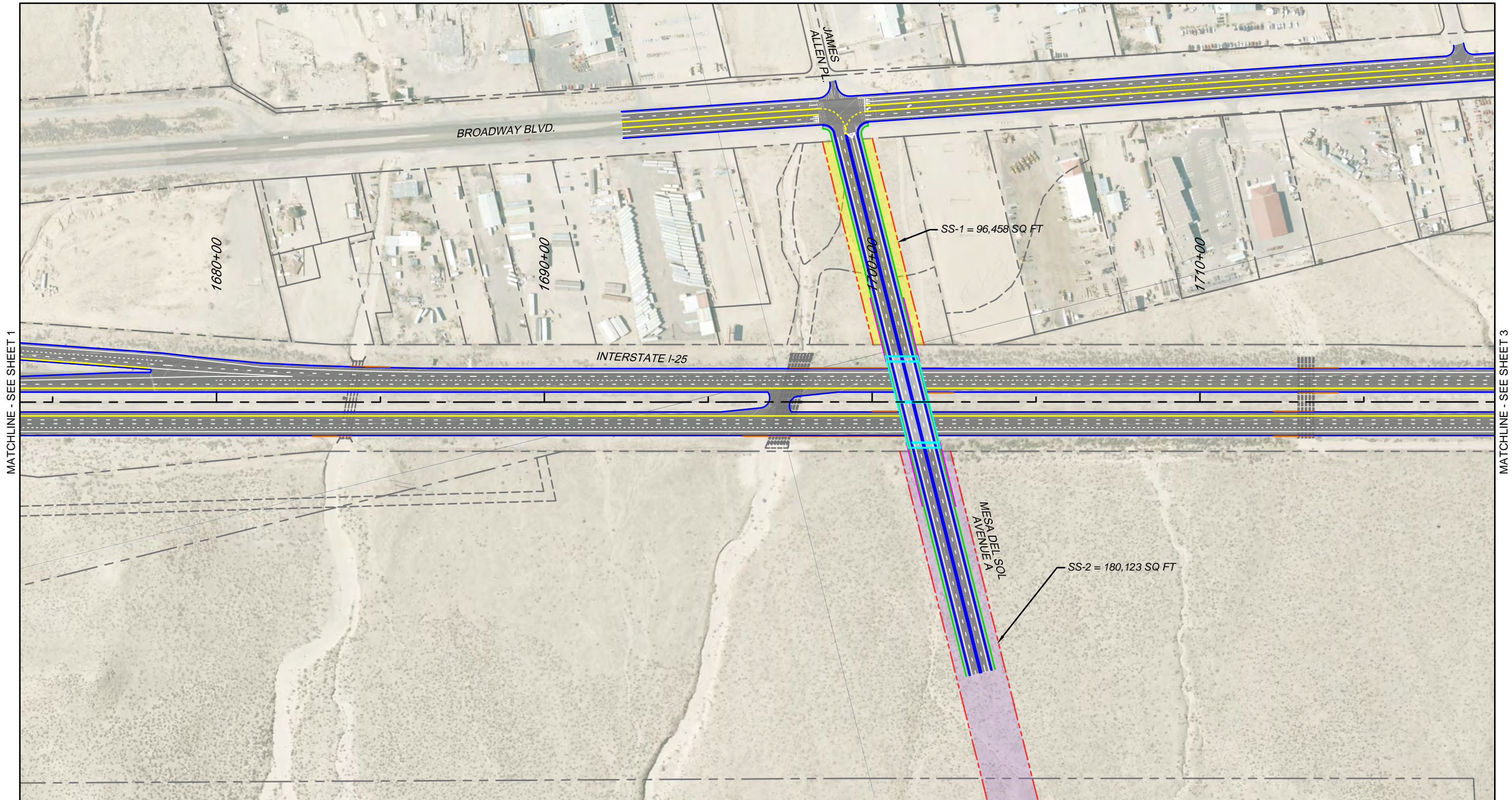
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NOT FOR CONSTRUCTION

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	ASPHALT PAVEMENT		OTHER / PRIVATE
	BRIDGE STRUCTURE		AMAFCA
	LANDSCAPE AREA		CITY OF ALBUQUERQUE
	RETAINING WALL		MESA DEL SOL
	CONCRETE WALL BARRIER		NMDOT
	SIDEWALK/PEDESTRIAN PATH		LIMITS OF REQUIRED R/W
	PAVEMENT EDGE / CURB		
	PARCEL LINES / R.O.W.		



SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
SOUTH SEGMENT - PLAN LAYOUT
AND RIGHT OF WAY IMPACTS



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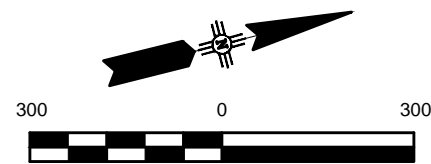
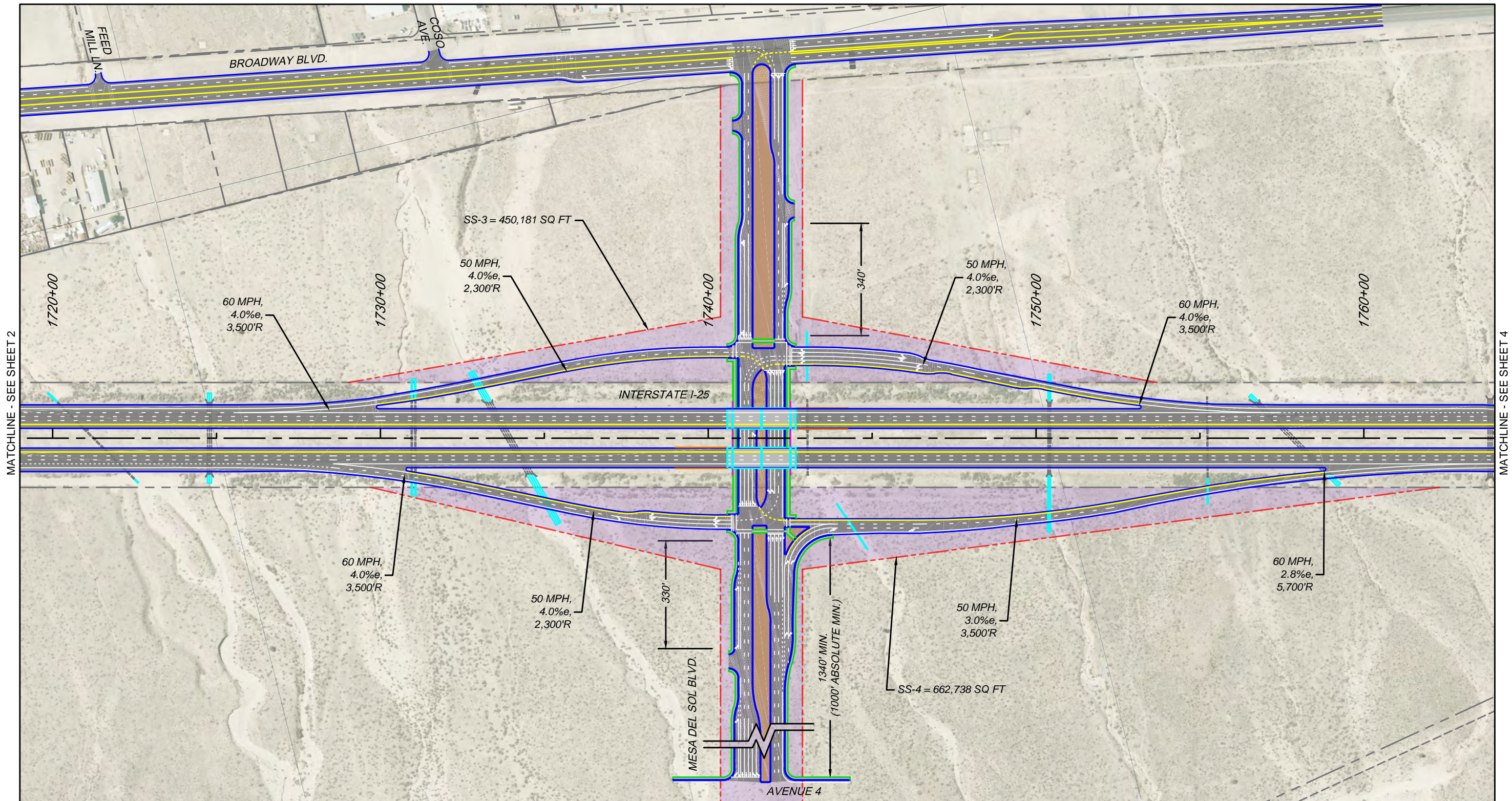
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	LANDSCAPE AREA		CITY OF ALBUQUERQUE
	RETAINING WALL		MESA DEL SOL
	CONCRETE WALL BARRIER		NMDOT
	SIDEWALK/PEDESTRIAN PATH		LIMITS OF REQUIRED R/W
	PAVEMENT EDGE / CURB		
	PARCEL LINES / R.O.W.		



SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
SOUTH SEGMENT - PLAN LAYOUT
AND RIGHT OF WAY IMPACTS



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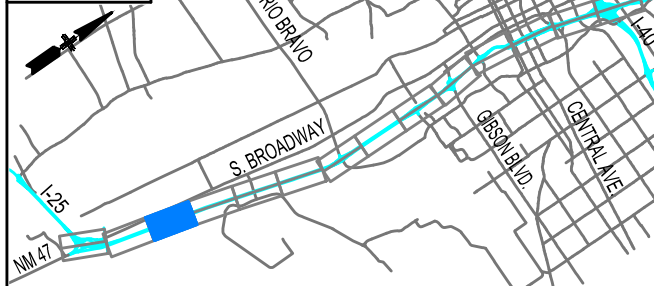
LEGEND

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- BRIDGE STRUCTURE
- LANDSCAPE AREA
- RETAINING WALL
- CONCRETE WALL BARRIER
- SIDEWALK/PEDESTRIAN PATH
- PAVEMENT EDGE / CURB
- PARCEL LINES / R.O.W.

REQUIRED R/W - EXISTING OWNERSHIP

- OTHER / PRIVATE
- AMAFCA
- CITY OF ALBUQUERQUE
- MESA DEL SOL
- NMDOT
- LIMITS OF REQUIRED R/W

KEY MAP

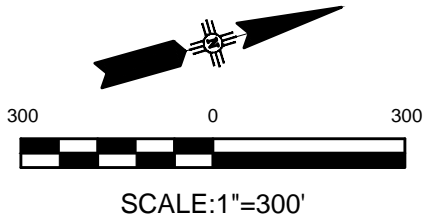
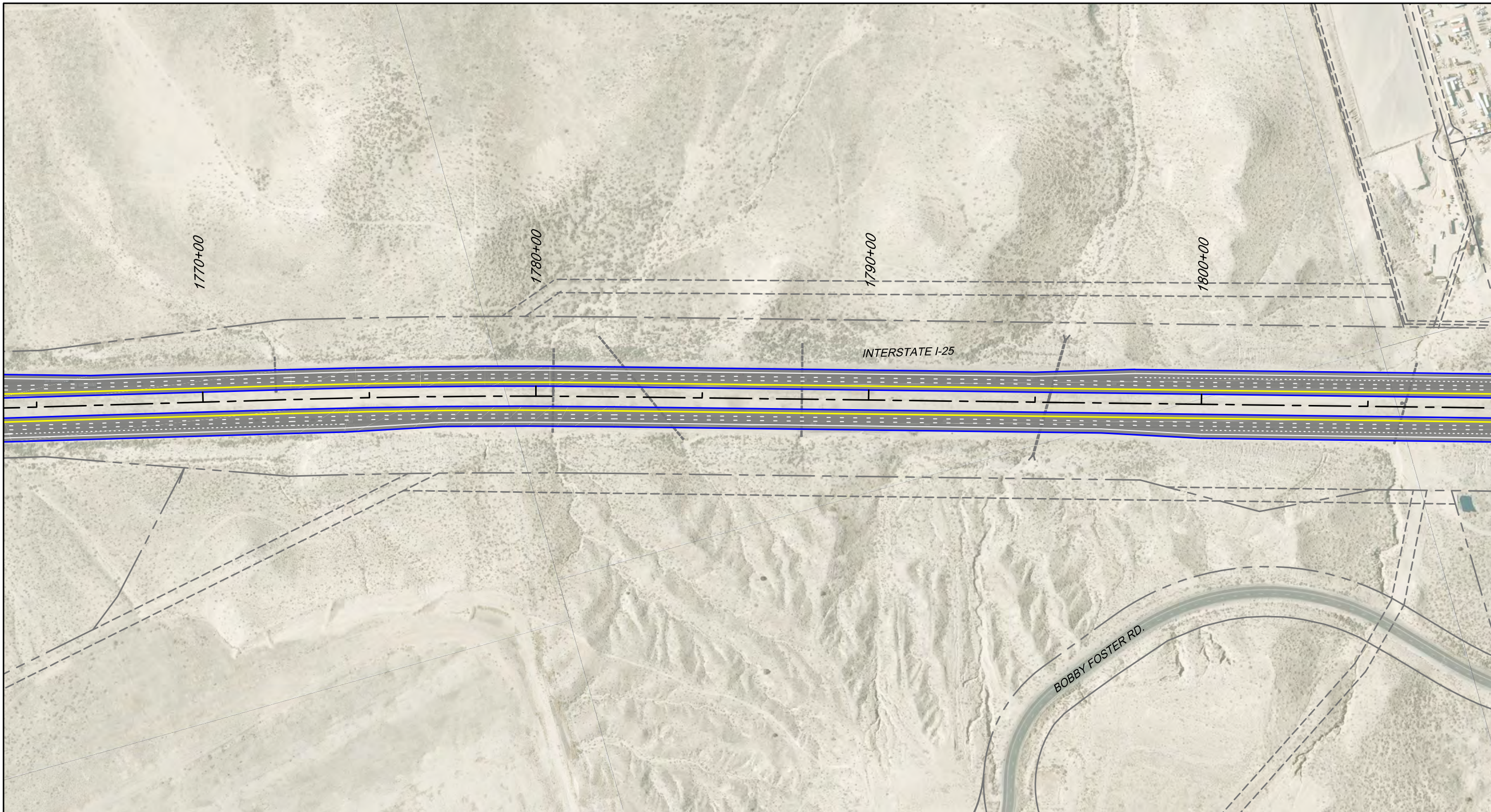


SOUTH I-25
FREEWAY OPERATIONS STUDY
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PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
SOUTH SEGMENT - PLAN LAYOUT
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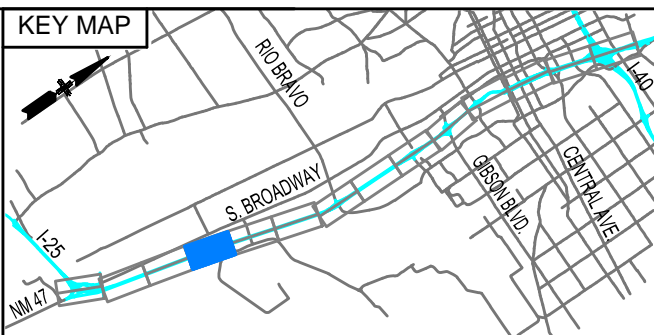
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MATCHLINE - SEE SHEET 5



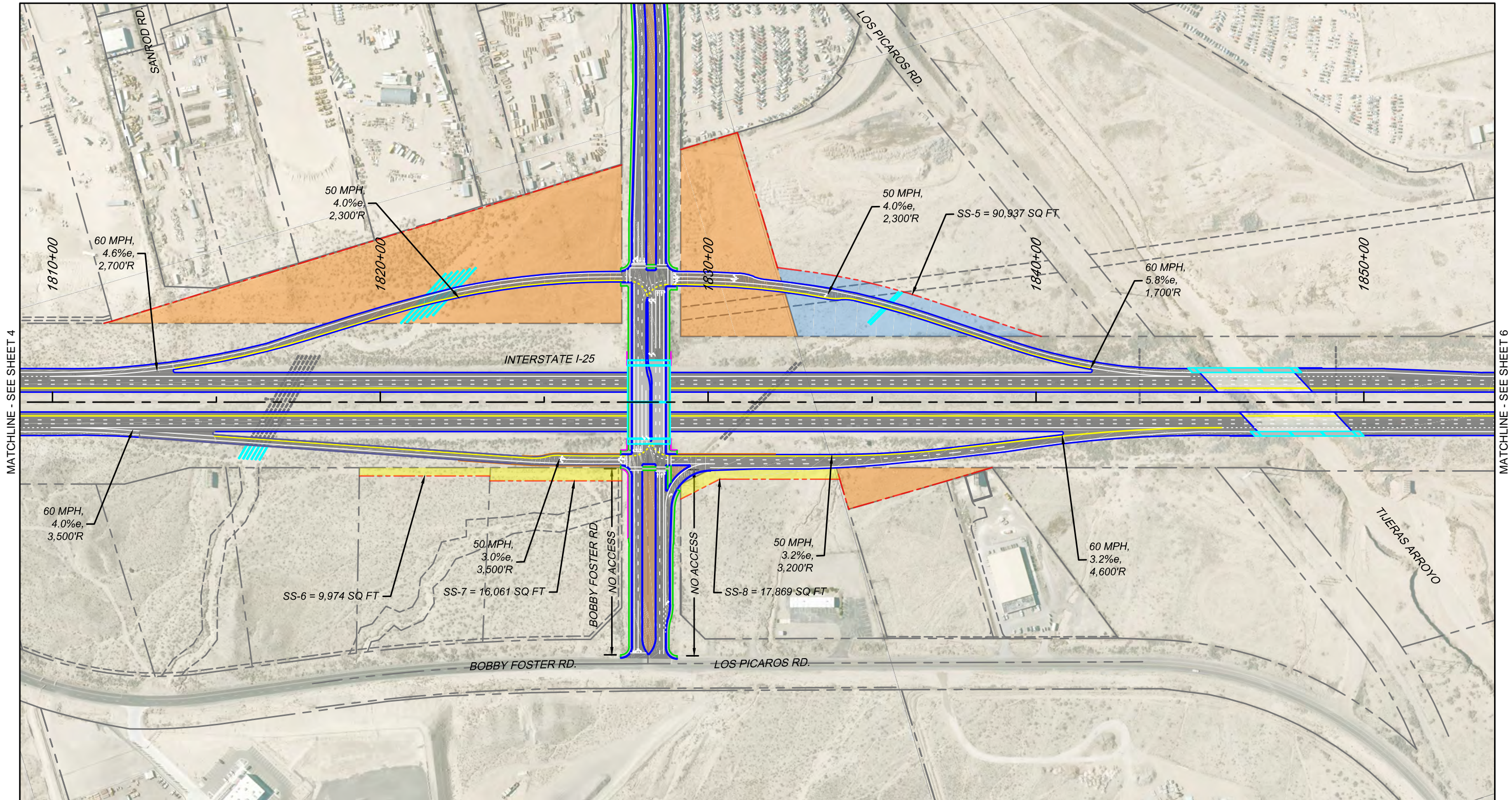
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	LANDSCAPE AREA		CITY OF ALBUQUERQUE
	RETAINING WALL		MESA DEL SOL
	CONCRETE WALL BARRIER		NMDOT
	SIDEWALK/PEDESTRIAN PATH		LIMITS OF REQUIRED R/W
	PAVEMENT EDGE / CURB		
	PARCEL LINES / R.O.W.		



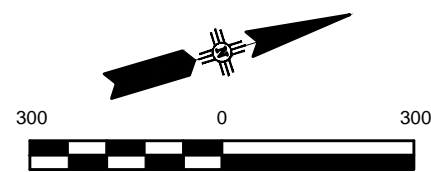
SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
SOUTH SEGMENT - PLAN LAYOUT
AND RIGHT OF WAY IMPACTS



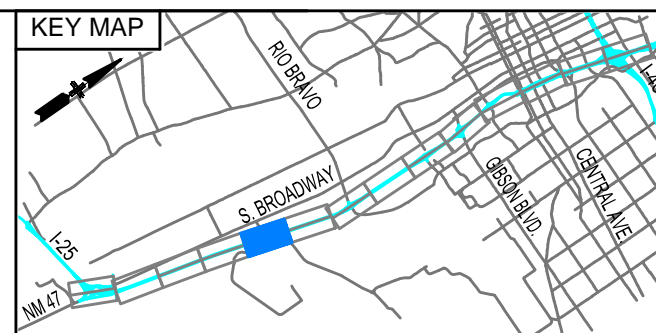
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MATCHLINE - SEE SHEET 6



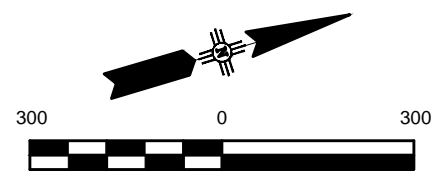
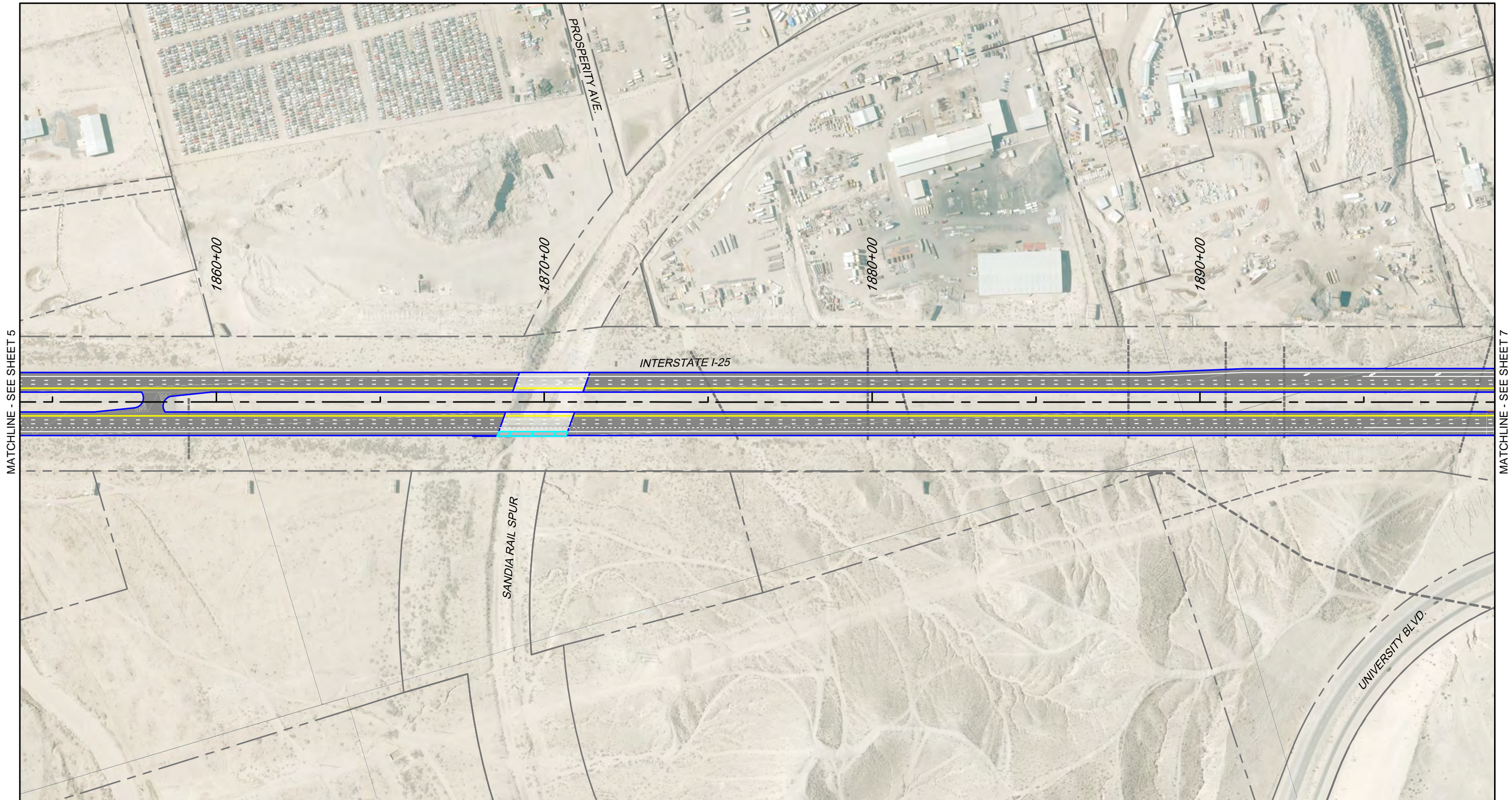
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INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
SOUTH SEGMENT - PLAN LAYOUT
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SCALE: 1"=300'

CONCEPTUAL
NOT FOR CONSTRUCTION

LEGEND		REQUIRED R/W - EXISTING OWNERSHIP	
	ASPHALT PAVEMENT		OTHER / PRIVATE
	BRIDGE STRUCTURE		AMAFCA
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	PAVEMENT EDGE / CURB		
	PARCEL LINES / R.O.W.		

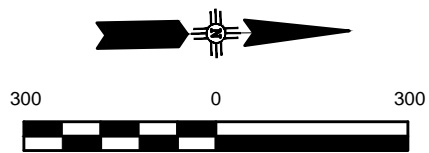
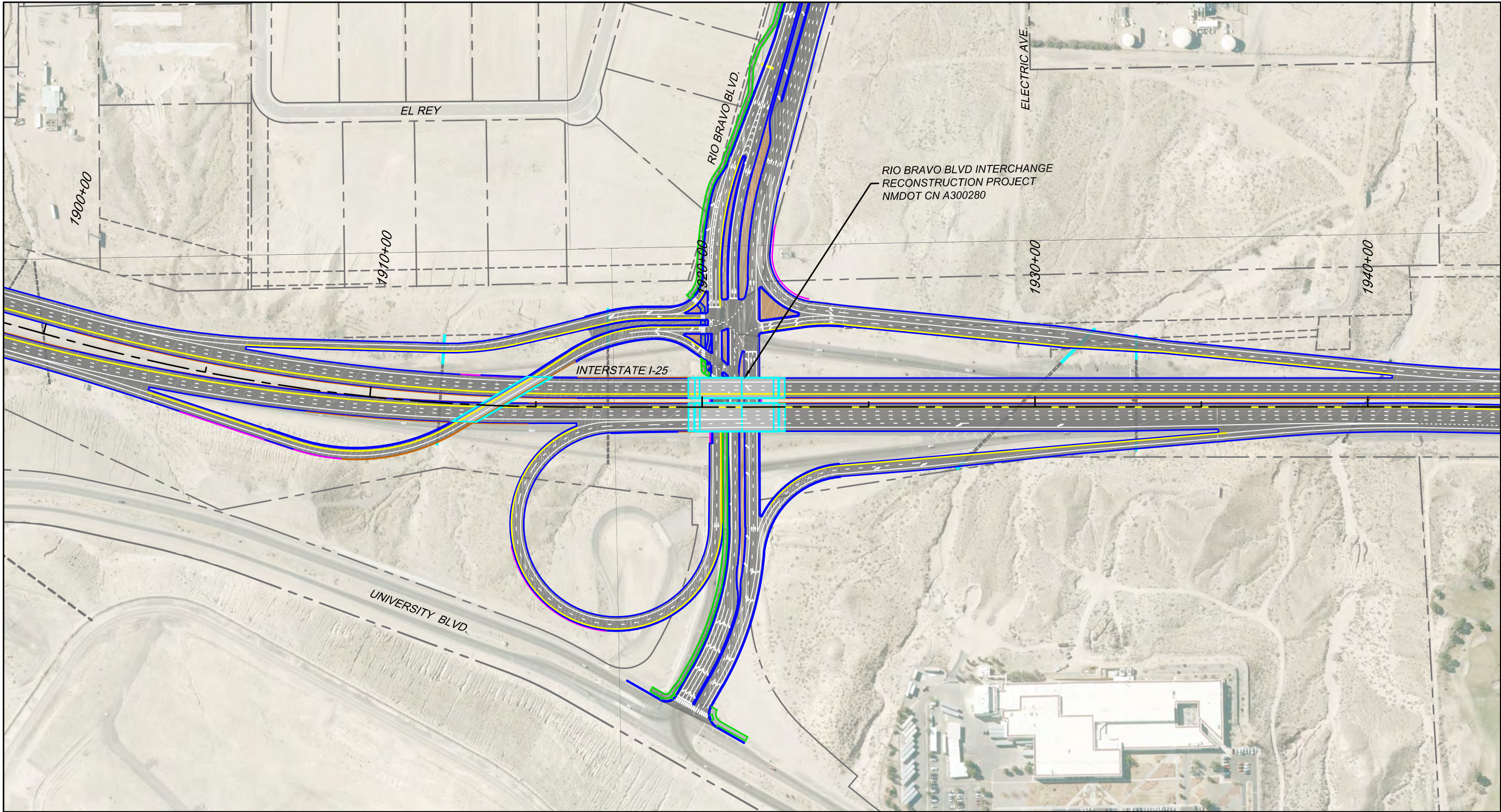


SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
SOUTH SEGMENT - PLAN LAYOUT
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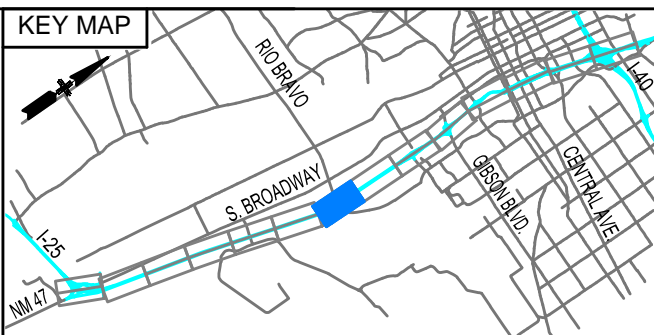
MATCHLINE - SEE SHEET 6

MATCHLINE - SEE SHEET 8



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LEGEND	
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	LANDSCAPE AREA
	RETAINING WALL
	CONCRETE WALL BARRIER
	SIDEWALK/PEDESTRIAN PATH
	PAVEMENT EDGE / CURB
	PARCEL LINES / R.O.W.
	OTHER / PRIVATE
	AMAFCA
	CITY OF ALBUQUERQUE
	MESA DEL SOL
	NMDOT
	LIMITS OF REQUIRED R/W

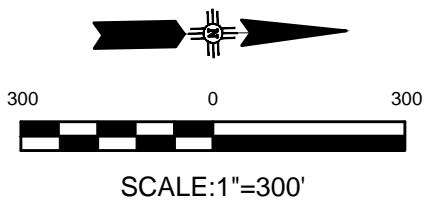
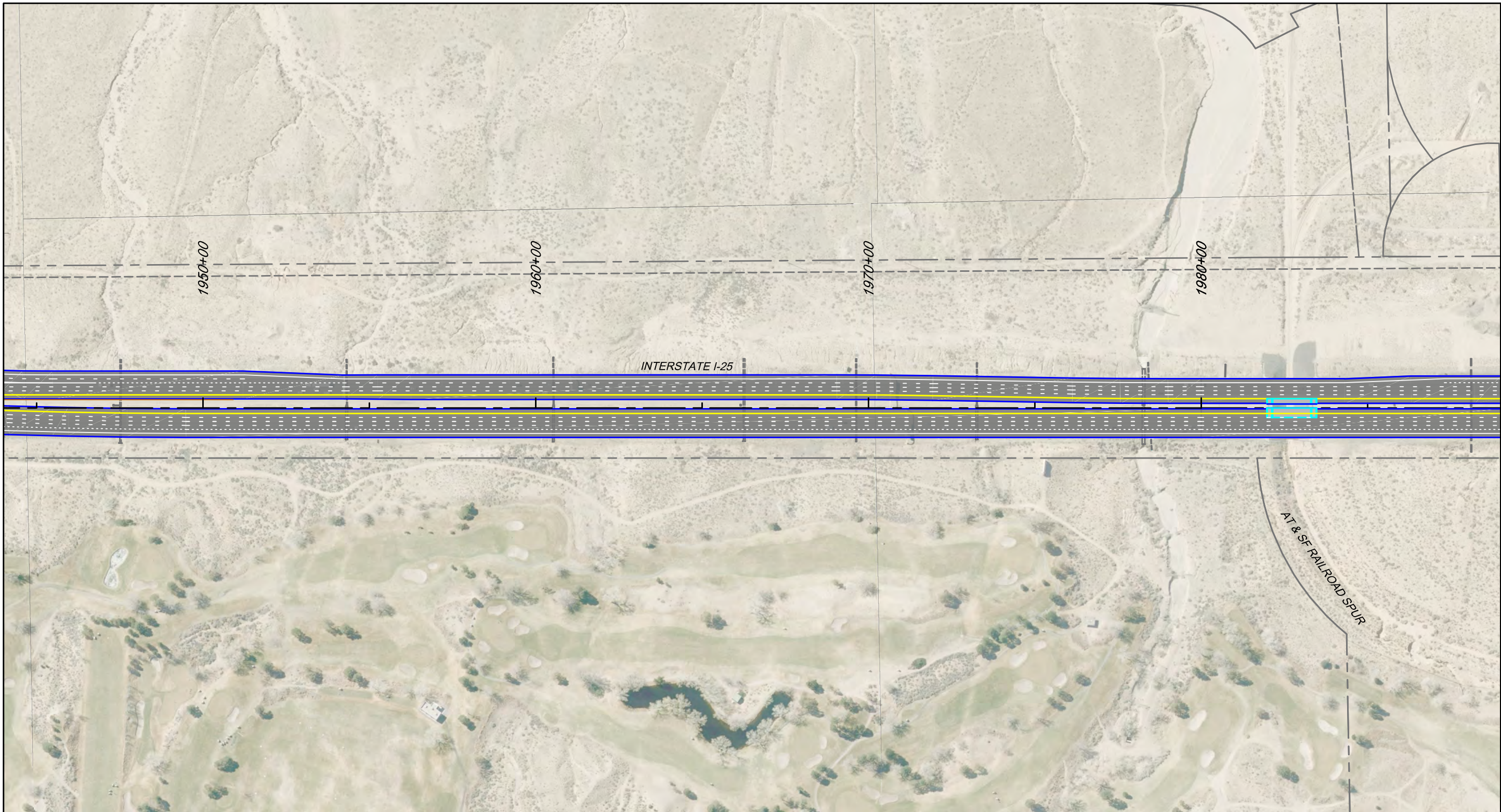


SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
SOUTH SEGMENT - PLAN LAYOUT
AND RIGHT OF WAY IMPACTS

MATCHLINE - SEE SHEET 7

MATCHLINE - SEE SHEET 9



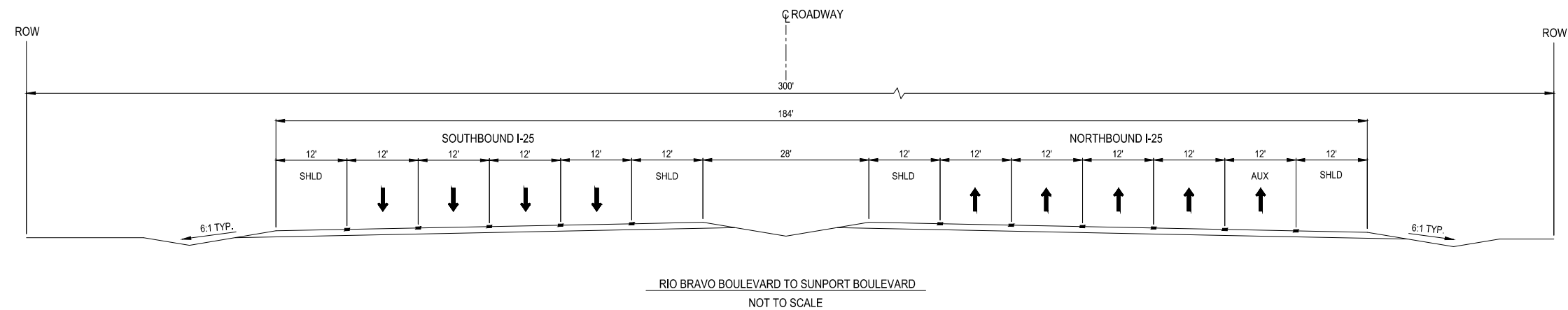
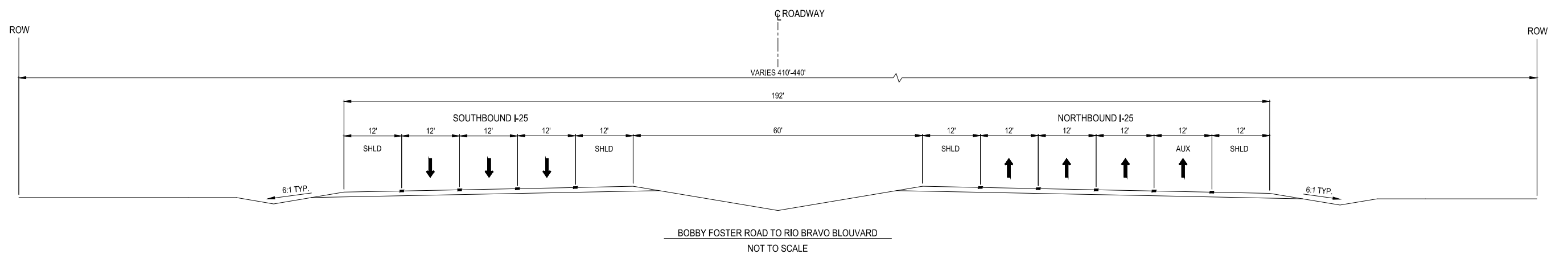
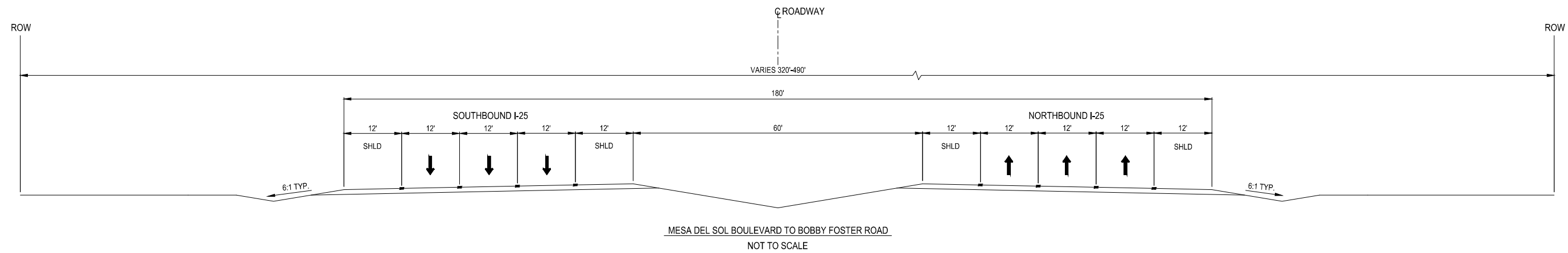
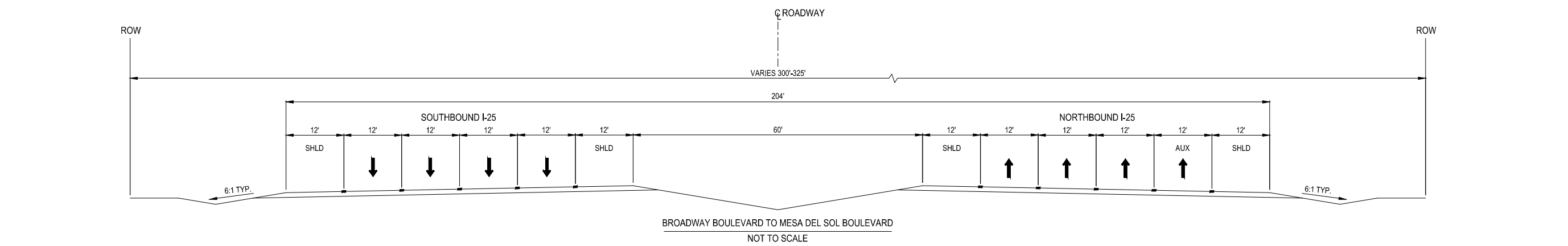
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SOUTH I-25
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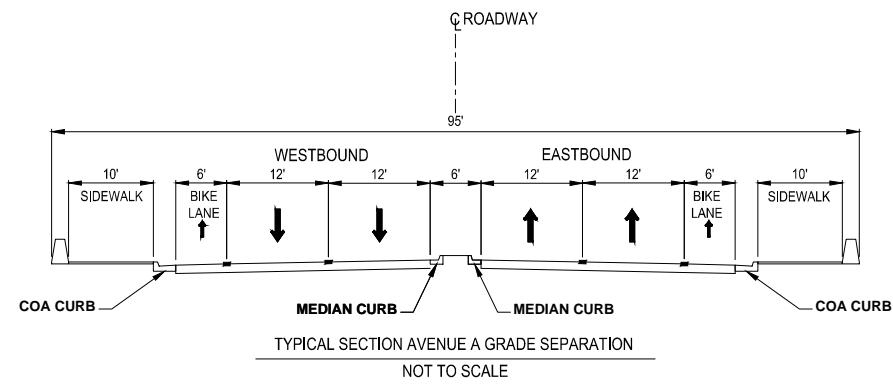
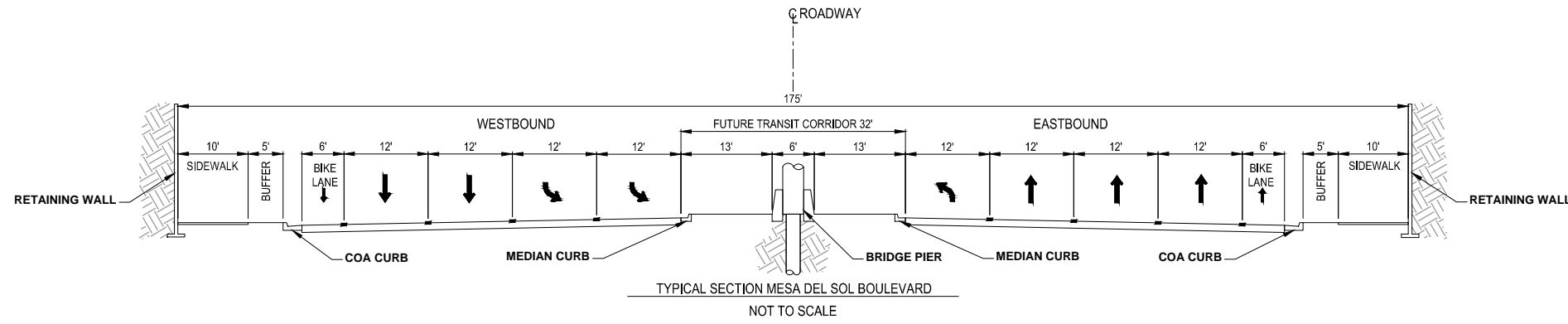
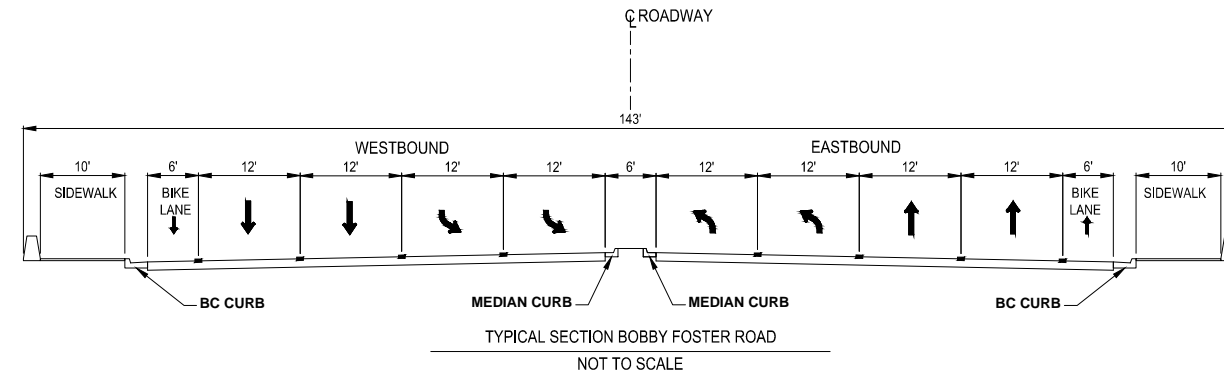
INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
SOUTH SEGMENT - PLAN LAYOUT
AND RIGHT OF WAY IMPACTS



SOUTH I-25
FREeway OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
SOUTH SEGMENT - TYPICAL SECTIONS
MAINLINE

CONCEPTUAL
NOT FOR CONSTRUCTION



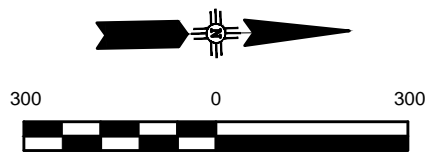
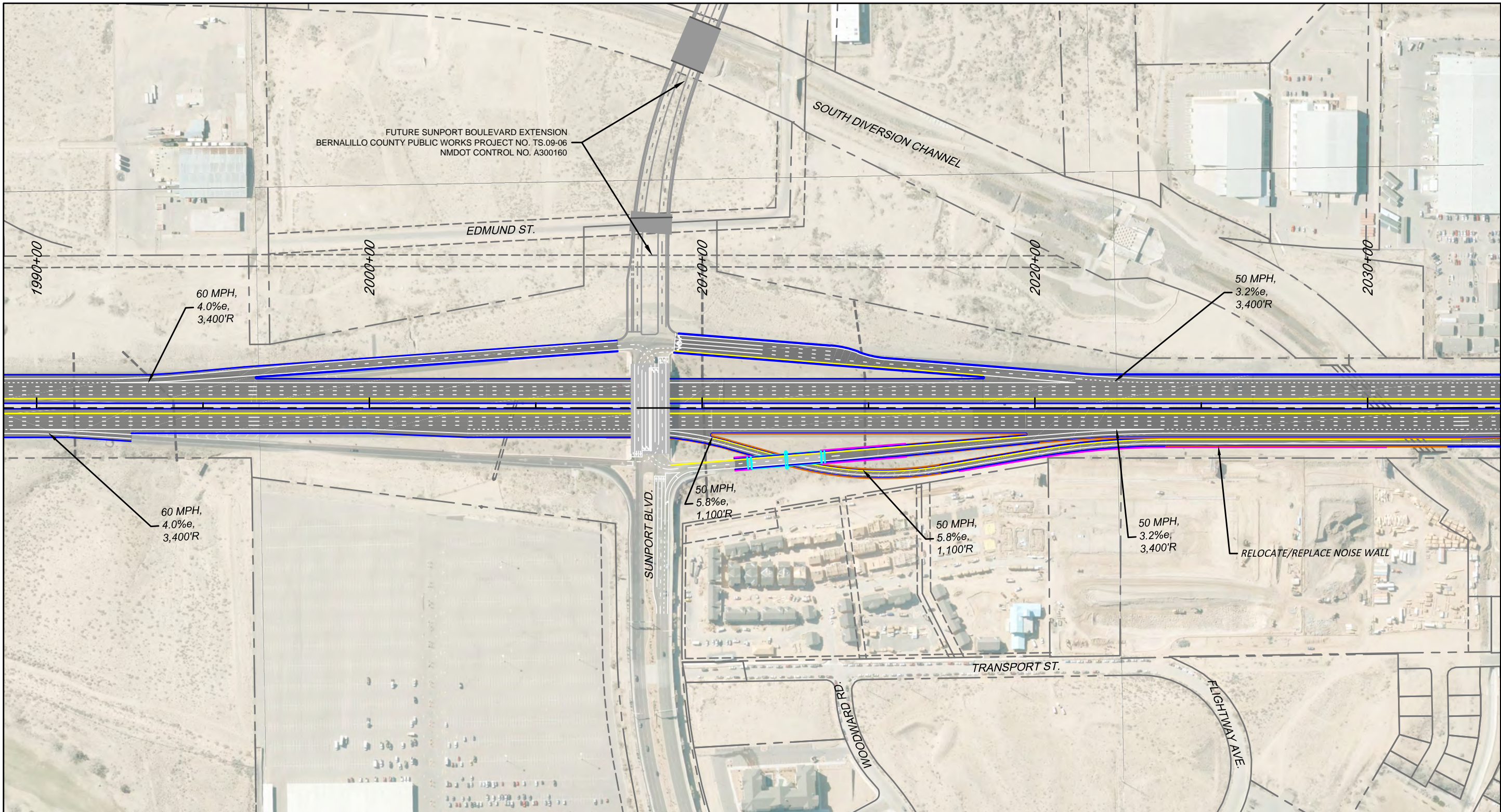
SOUTH I-25
 FREEWAY OPERATIONS STUDY
 PHASE IB
 PREFERRED ALTERNATIVE

INTERSTATE 25
 NM 47/BROADWAY BLVD. TO I-40
 SOUTH SEGMENT - TYPICAL SECTIONS
 SURFACE STREETS

CONCEPTUAL
 NOT FOR CONSTRUCTION

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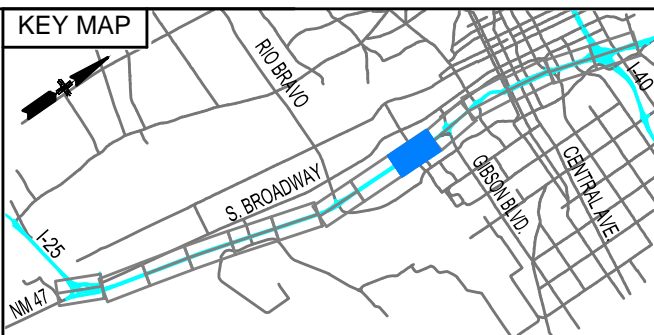
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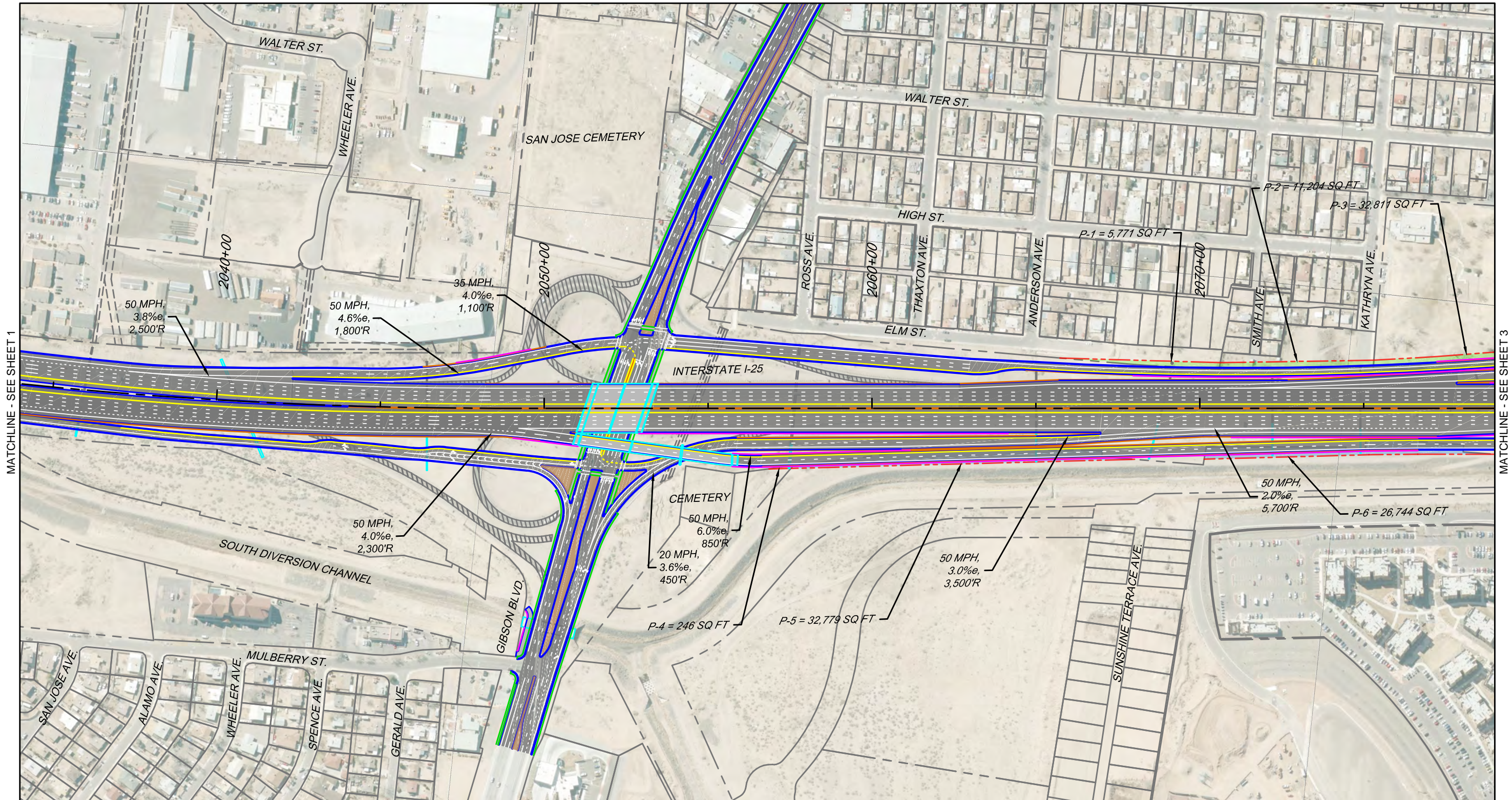
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LEGEND		REQUIRED R/W - EXISTING OWNERSHIP	
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	BRIDGE STRUCTURE		AMAFCA
	LANDSCAPE AREA		CITY OF ALBUQUERQUE
	RETAINING WALL		MESA DEL SOL
	CONCRETE WALL BARRIER		NMDOT
	SIDEWALK/PEDESTRIAN PATH		LIMITS OF REQUIRED R/W
	PAVEMENT EDGE / CURB		
	PARCEL LINES / R.O.W.		



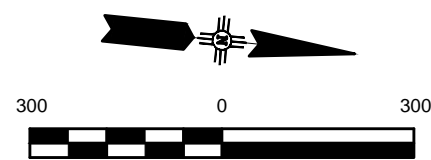
SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
NORTH SEGMENT - PLAN LAYOUT
AND RIGHT OF WAY IMPACTS



MATCHLINE - SEE SHEET 1

MATCHLINE - SEE SHEET 3



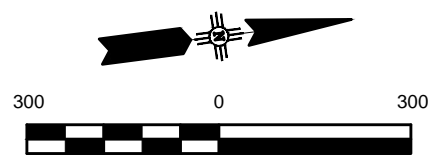
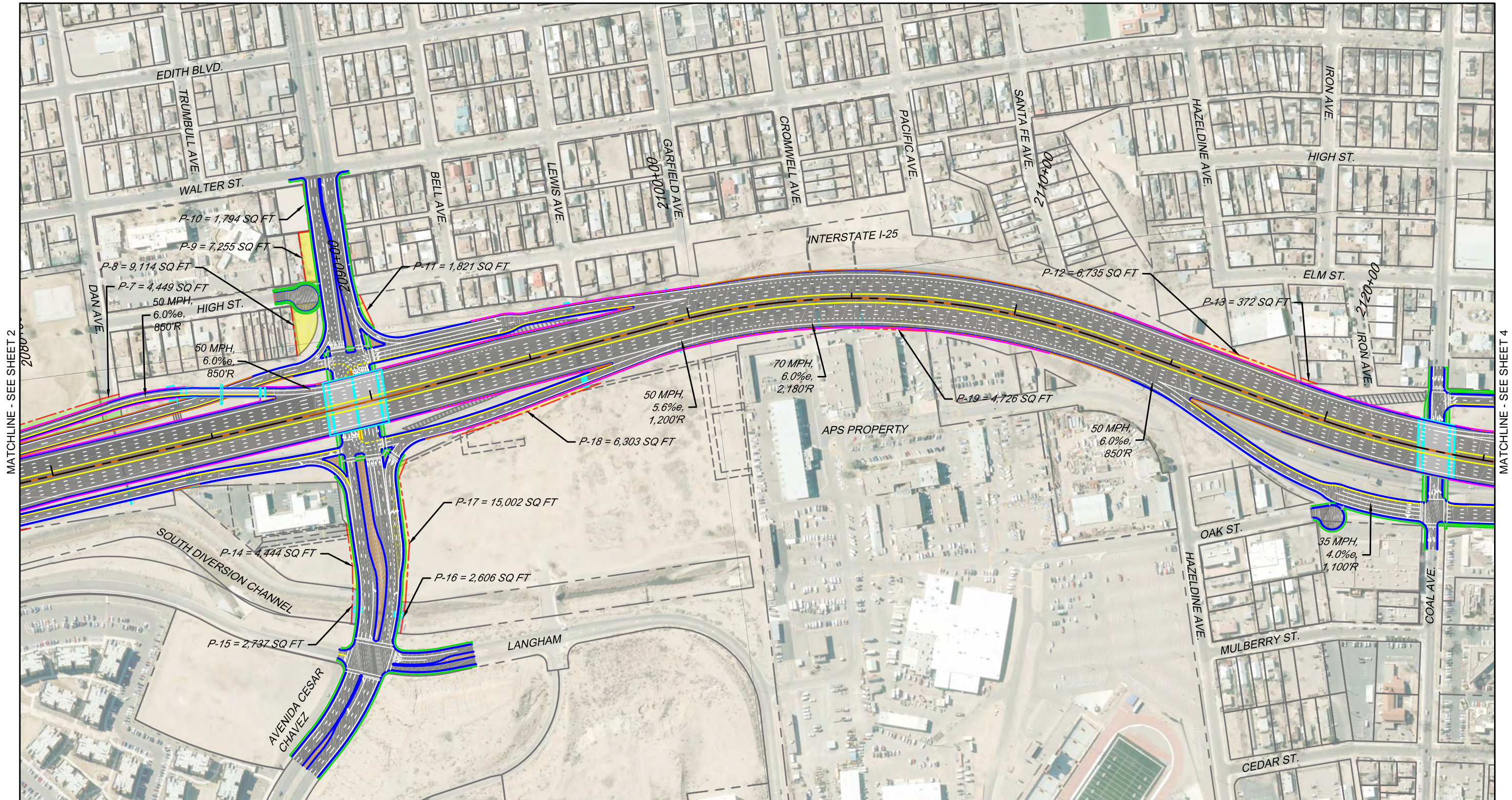
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CONCEPTUAL
NOT FOR CONSTRUCTION

LEGEND		REQUIRED R/W - EXISTING OWNERSHIP	
	ASPHALT PAVEMENT		OTHER / PRIVATE
	BRIDGE STRUCTURE		AMAFCA
	LANDSCAPE AREA		CITY OF ALBUQUERQUE
	RETAINING WALL		MESA DEL SOL
	CONCRETE WALL BARRIER		NMDOT
	SIDEWALK/PEDESTRIAN PATH		LIMITS OF REQUIRED R/W
	PAVEMENT EDGE / CURB		
	PARCEL LINES / R.O.W.		



SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
NORTH SEGMENT - PLAN LAYOUT
AND RIGHT OF WAY IMPACTS



SCALE: 1"=300'

CONCEPTUAL
NOT FOR CONSTRUCTION

LEGEND

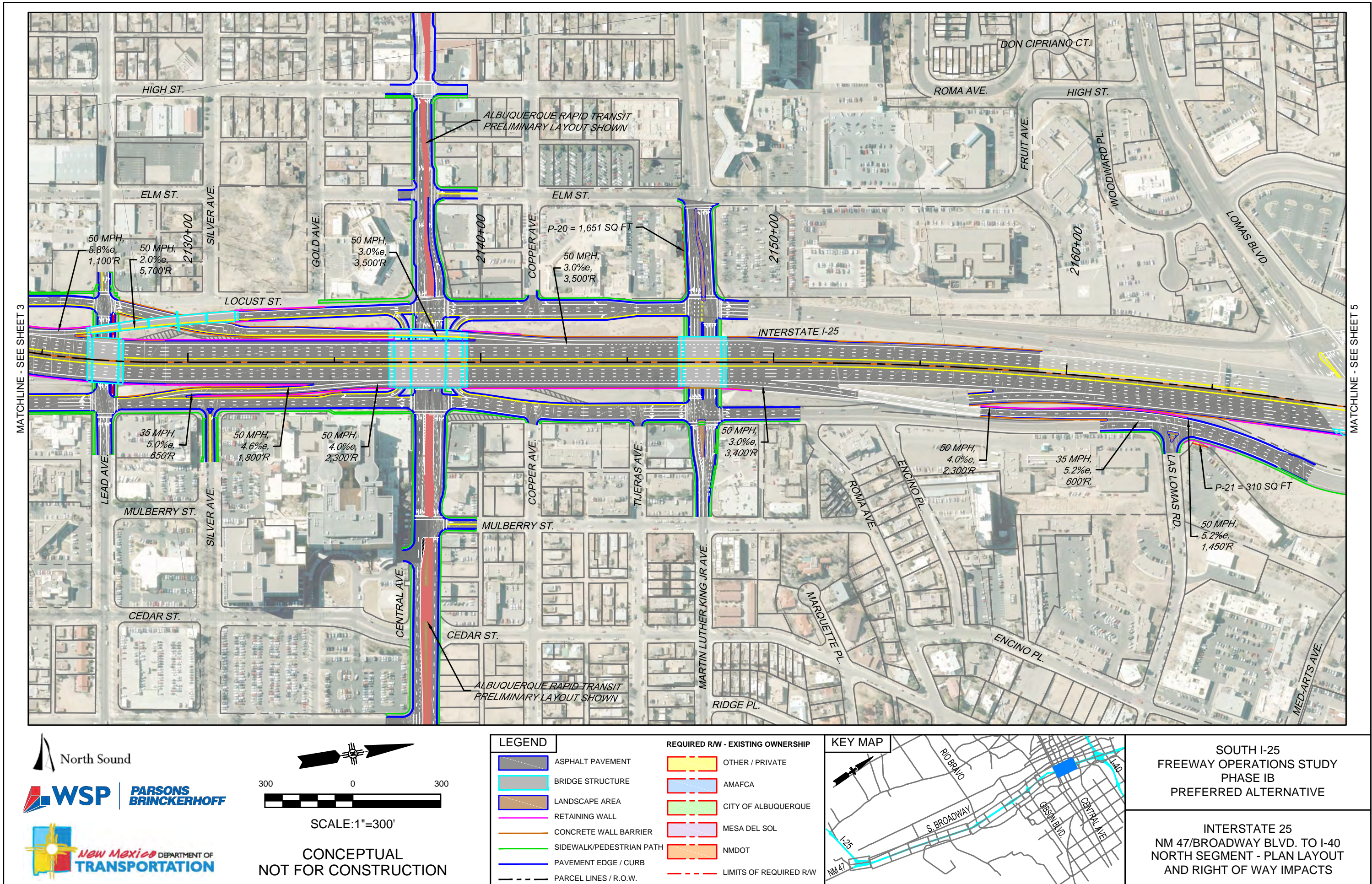
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	BRIDGE STRUCTURE		AMAFCA
	LANDSCAPE AREA		CITY OF ALBUQUERQUE
	RETAINING WALL		MESA DEL SOL
	CONCRETE WALL BARRIER		NMDOT
	SIDEWALK/PEDESTRIAN PATH		LIMITS OF REQUIRED R/W
	PAVEMENT EDGE / CURB		
	PARCEL LINES / R.O.W.		

KEY MAP



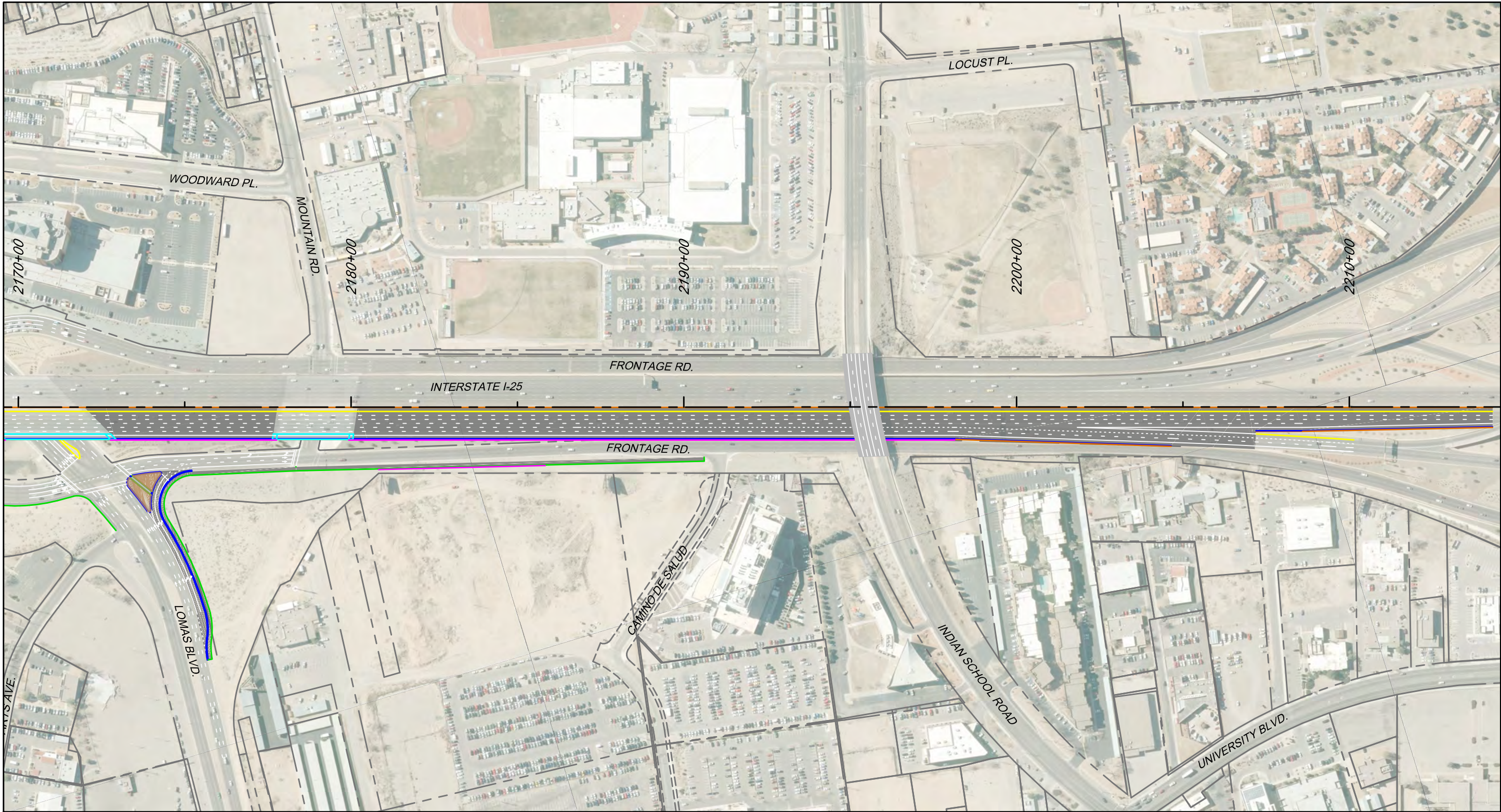
SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
NORTH SEGMENT - PLAN LAYOUT
AND RIGHT OF WAY IMPACTS

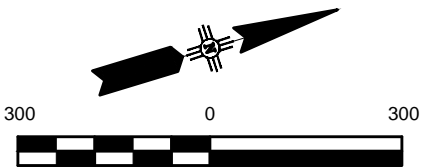


MATCHLINE - SEE SHEET 4













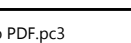

MATCHLINE - SEE SHEET 6

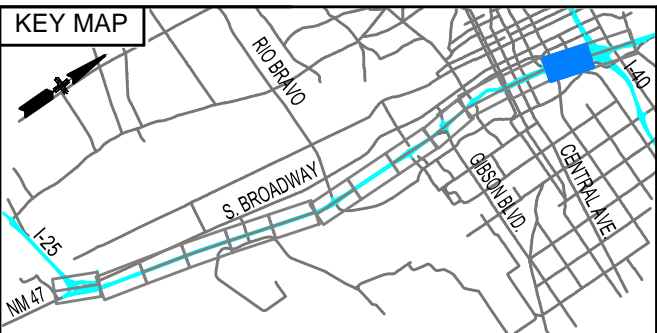






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NOT FOR CONSTRUCTION

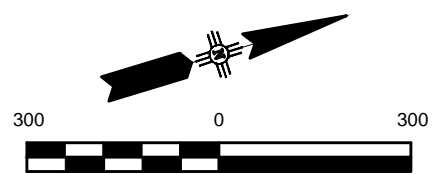
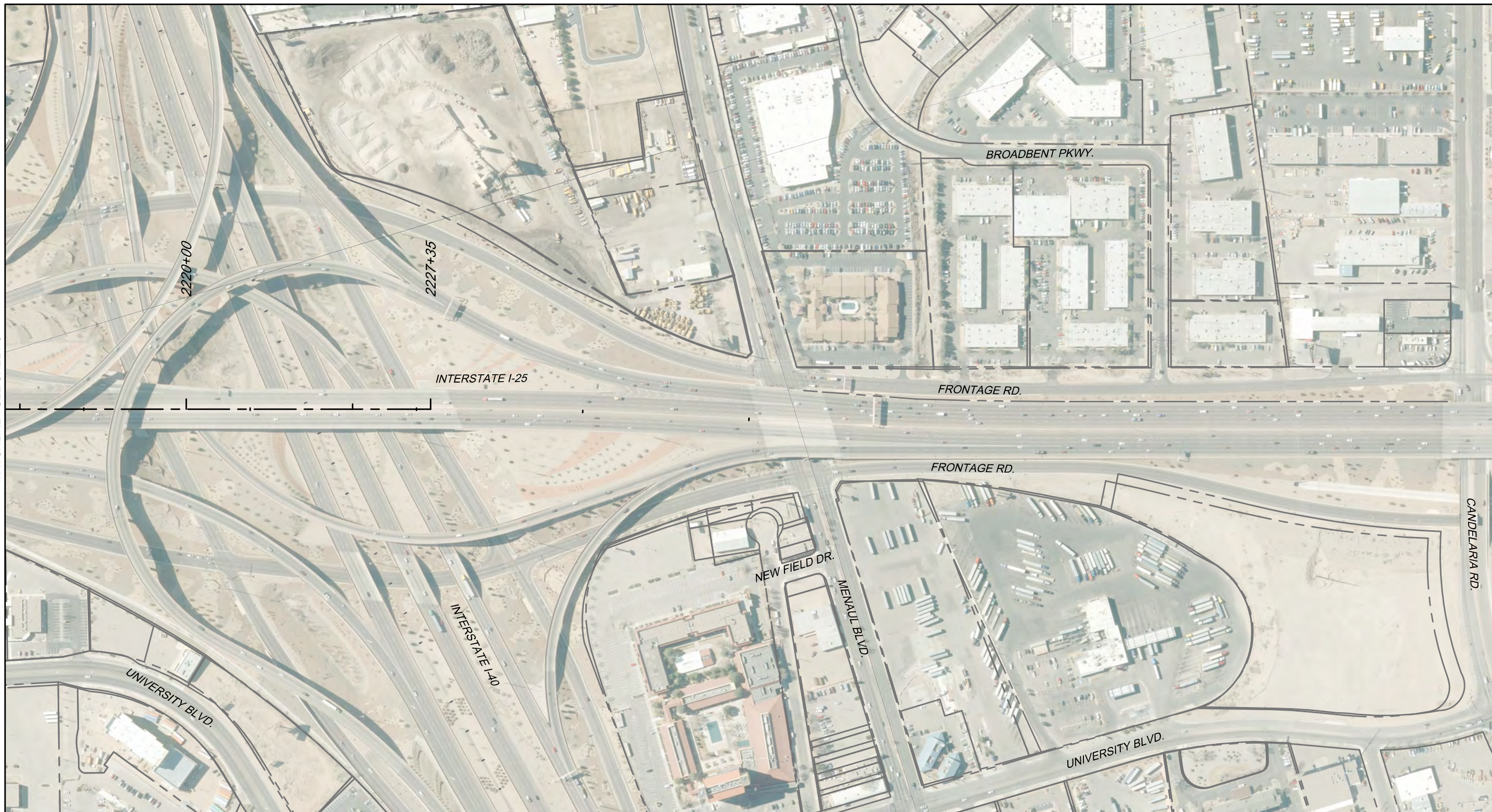
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	ASPHALT PAVEMENT		OTHER / PRIVATE
	BRIDGE STRUCTURE		AMAFA
	LANDSCAPE AREA		CITY OF ALBUQUERQUE
	RETAINING WALL		MESA DEL SOL
	CONCRETE WALL BARRIER		NMDOT
	SIDEWALK/PEDESTRIAN PATH		LIMITS OF REQUIRED RW
	PAVEMENT EDGE / CURB		
	PARCEL LINES / R.O.W.		



SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

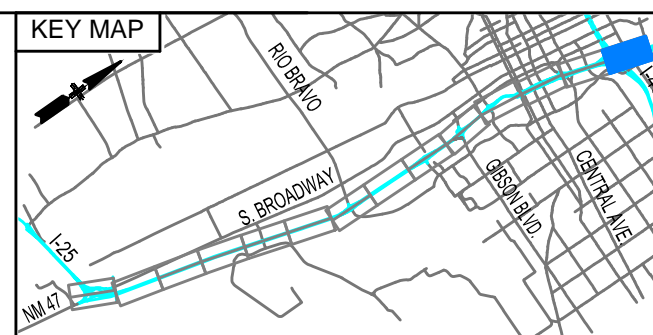
INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
NORTH SEGMENT - PLAN LAYOUT
AND RIGHT OF WAY IMPACTS

MATCHLINE - SEE SHEET 5



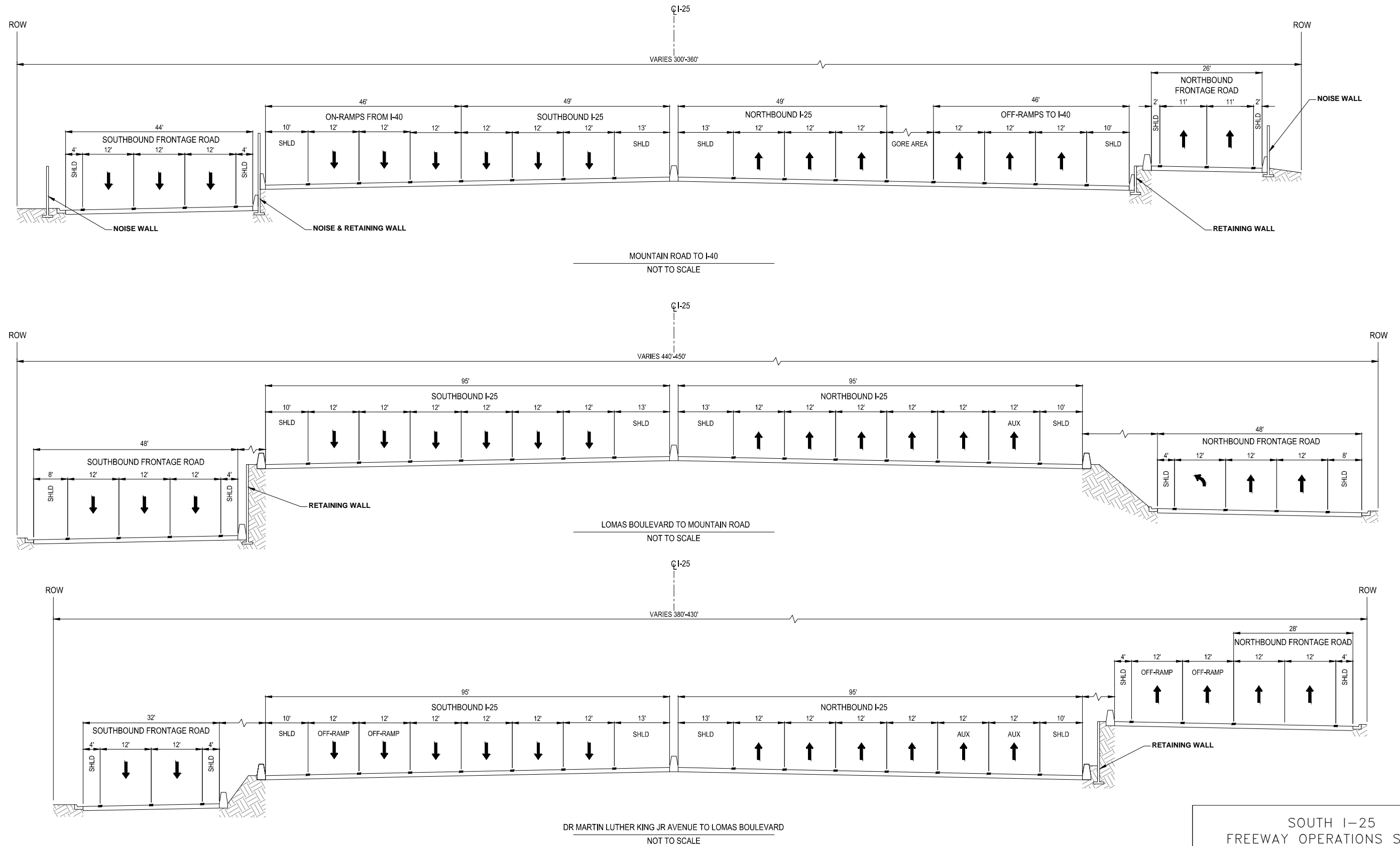
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CONCEPTUAL
NOT FOR CONSTRUCTION

LEGEND		REQUIRED R/W - EXISTING OWNERSHIP	
	ASPHALT PAVEMENT		OTHER / PRIVATE
	BRIDGE STRUCTURE		AMAFCA
	LANDSCAPE AREA		CITY OF ALBUQUERQUE
	RETAINING WALL		MESA DEL SOL
	CONCRETE WALL BARRIER		NMDOT
	SIDEWALK/PEDESTRIAN PATH		LIMITS OF REQUIRED R/W
	PAVEMENT EDGE / CURB		
	PARCEL LINES / R.O.W.		



SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

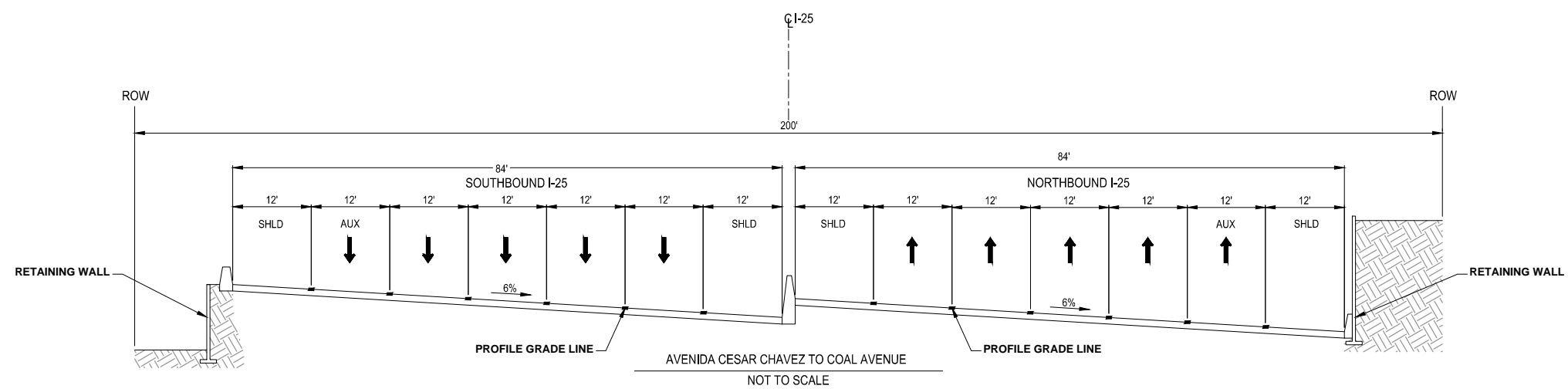
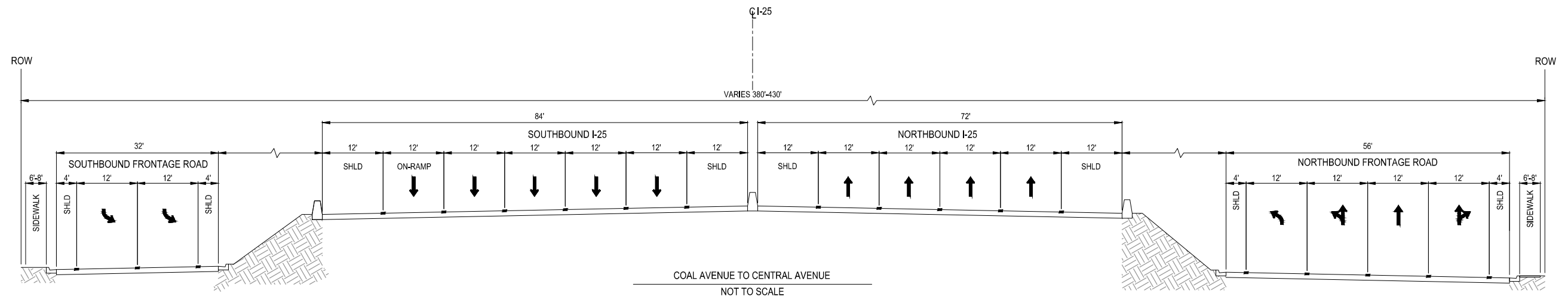
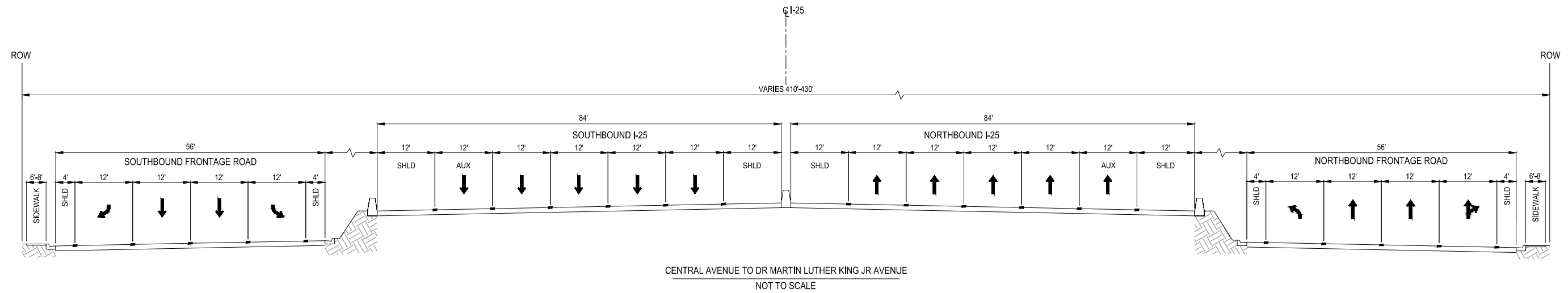
INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
NORTH SEGMENT - PLAN LAYOUT
AND RIGHT OF WAY IMPACTS



SOUTH I-25
 FREEWAY OPERATIONS STUDY
 PHASE IB
 PREFERRED ALTERNATIVE

INTERSTATE 25
 NM 47/BROADWAY BLVD. TO I-40
 NORTH SEGMENT - TYPICAL SECTIONS
 MAINLINE

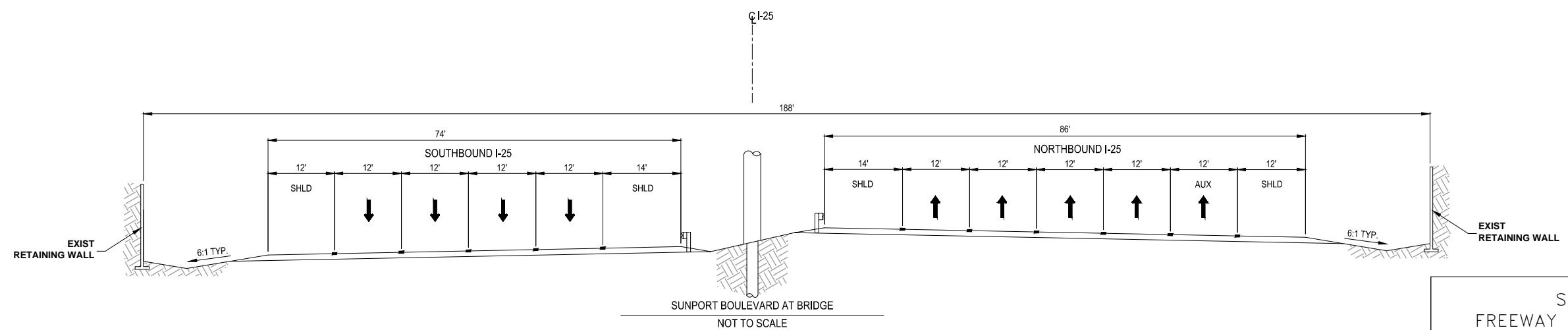
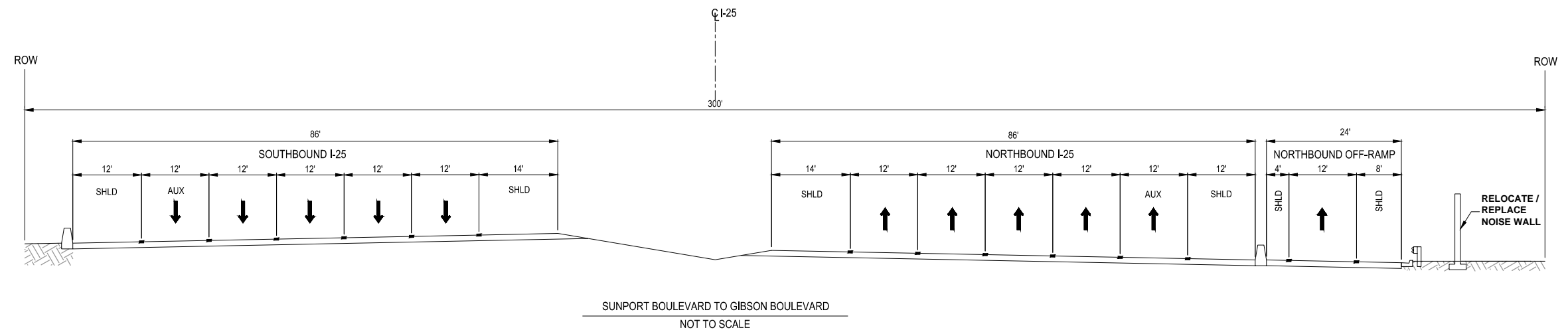
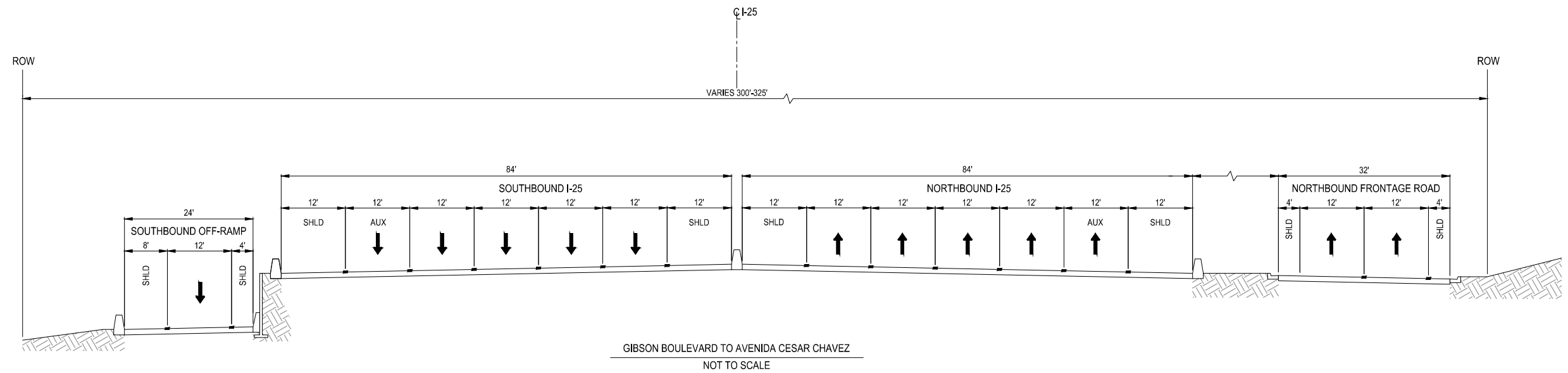
CONCEPTUAL
 NOT FOR CONSTRUCTION



SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
NORTH SEGMENT - TYPICAL SECTIONS
MAINLINE

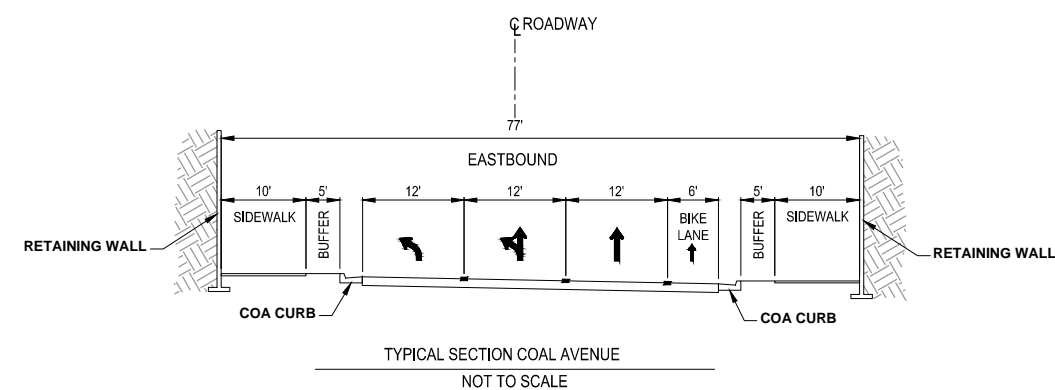
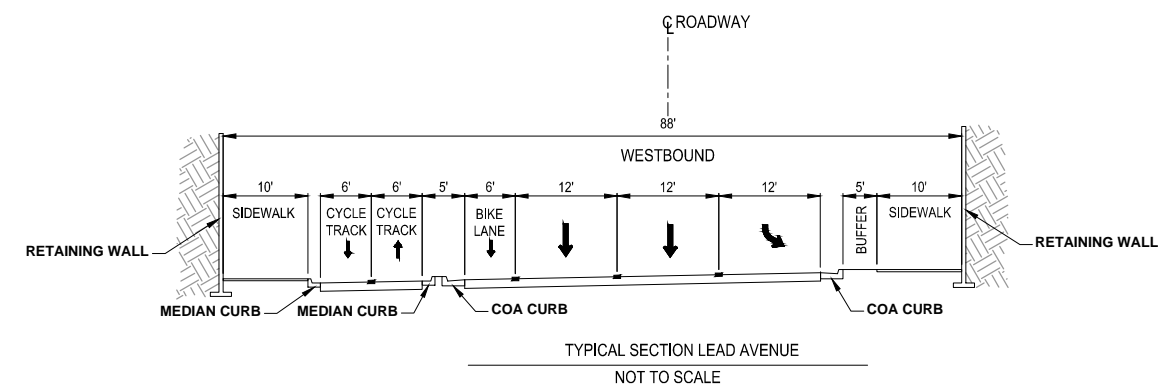
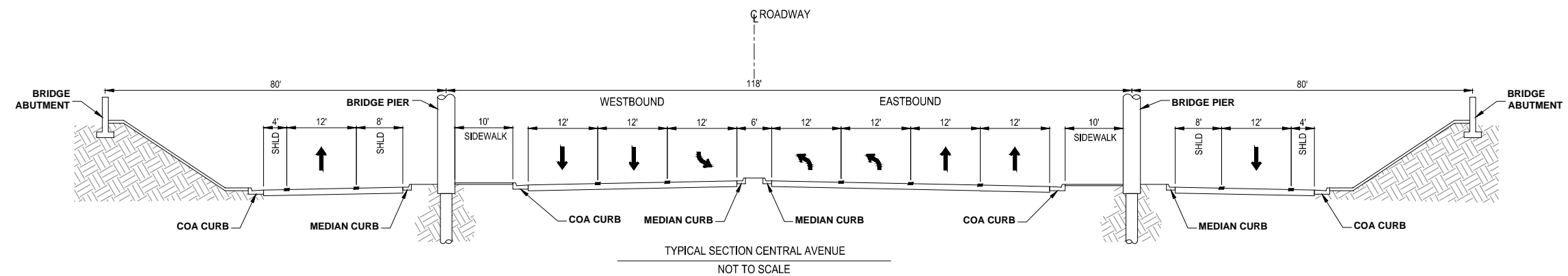
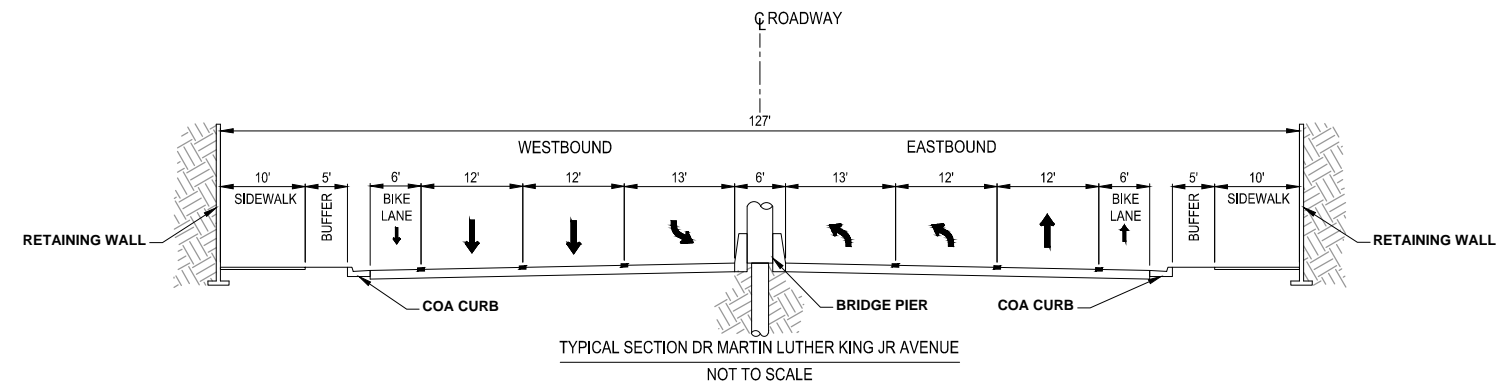
CONCEPTUAL
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SOUTH I-25
FREEWAY OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
NORTH SEGMENT - TYPICAL SECTIONS
MAINLINE

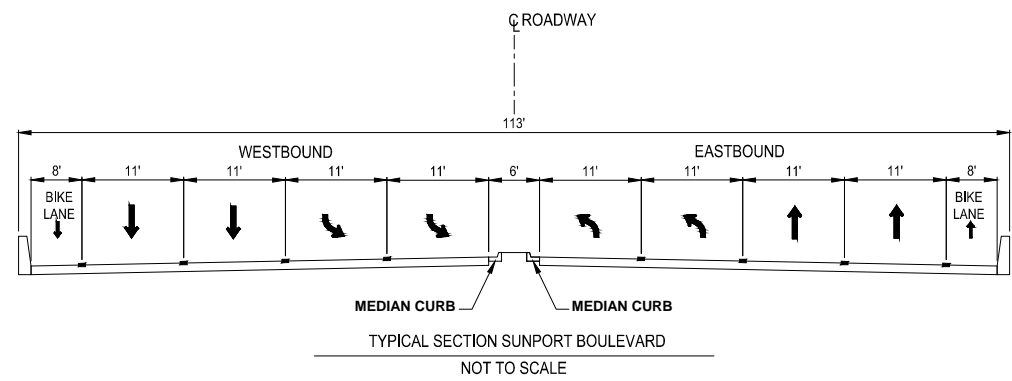
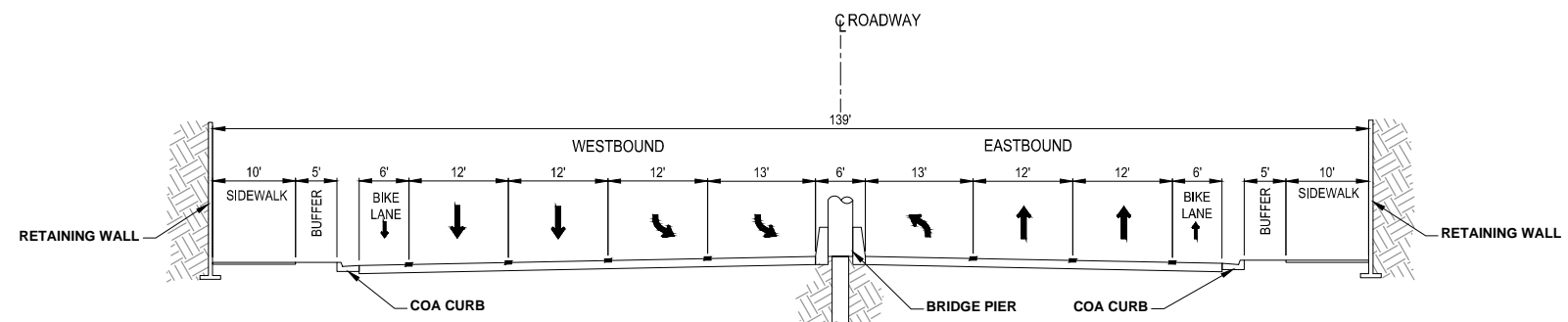
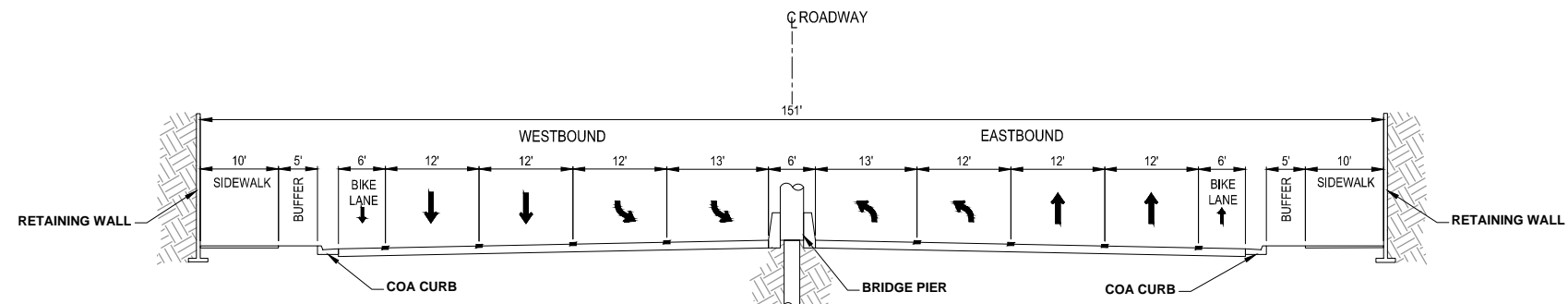
CONCEPTUAL
NOT FOR CONSTRUCTION



SOUTH I-25
FREeway OPERATIONS STUDY
PHASE IB
PREFERRED ALTERNATIVE

INTERSTATE 25
NM 47/BROADWAY BLVD. TO I-40
NORTH SEGMENT - TYPICAL SECTIONS
SURFACE STREETS

CONCEPTUAL
NOT FOR CONSTRUCTION



SOUTH I-25
 FREEWAY OPERATIONS STUDY
 PHASE IB
 PREFERRED ALTERNATIVE

INTERSTATE 25
 NM 47/BROADWAY BLVD. TO I-40
 NORTH SEGMENT - TYPICAL SECTIONS
 SURFACE STREETS

CONCEPTUAL
 NOT FOR CONSTRUCTION

SOUTH

INTERSTATE

25

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